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## CITY OF WICHITA KANSAS

City Council Meeting 09:00 a.m. November 4, 2014

City Council Chambers 455 North Main

## **OPENING OF REGULAR MEETING**

- -- Call to Order
- -- Invocation
- -- Pledge of Allegiance
- -- Approve the minutes of the regular meeting on October 28, 2014

## AWARDS AND PROCLAMATIONS

-- Proclamations:

Children's Grief Awareness Day American Education Week Wichita Wingnuts Day

-- <u>Service Award</u>:

Deborah Deuser

# I. PUBLIC AGENDA

NOTICE:No action will be taken relative to items on this agenda other than referral for information. Requests to appear will be placed on a "first-come, first-served" basis. This portion of the meeting is limited to thirty minutes and shall be subject to a limitation of five minutes for each presentation with no extension of time permitted. No speaker shall be allowed to appear more frequently than once every fourth meeting. Members of the public desiring to present matters to the Council on the public agenda must submit a request in writing to the office of the city manager prior to twelve noon on the Tuesday preceding the council meeting. Matter pertaining to personnel, litigation and violations of laws and ordinances are excluded from the agenda. Rules of decorum as provided in this code will be observed.

- 1. Shirley Mansfield Concerns with water and spending money.
- 2. Ann Fox Wichita Habitat for Humanity.

## **II. CONSENT AGENDAS (ITEMS 1 THROUGH 11)**

NOTICE: Items listed under the "Consent Agendas" will be enacted by one motion with no separate discussion. If discussion on an item is desired, the item will be removed from the "Consent Agendas" and considered separately

(The Council will be considering the City Council Consent Agenda as well as the Planning, Housing, and Airport Consent Agendas. Please see "ATTACHMENT 1 – CONSENT AGENDA ITEMS" for a listing of all Consent Agenda Items.)

## **COUNCIL BUSINESS**

## III. UNFINISHED COUNCIL BUSINESS

None

## **IV. NEW COUNCIL BUSINESS**

1. Public Hearing and Issuance of Taxable Industrial Revenue Bonds, Spirit AeroSystems, Inc. (District III)

RECOMMENDED ACTION: Close the public hearing and approve the first reading of the Bond Ordinance

authorizing the execution and delivery of documents for the issuance of Taxable Industrial Revenue Bonds for Spirit AeroSystems, Inc. in an amount not-to-

exceed \$10,000,000.

2. Ordinance amending Sections 3.49.030, 3.49.100, 3.49.110, 3.49.130 and 3.49.140 of the Code of the City of Wichita, Kansas, pertaining to Wrecker Services.

RECOMMENDED ACTION: Place the ordinance on first reading and authorize the necessary signatures.

3. Quarterly Financial Report for the Quarter Ended September 30, 2014.

RECOMMENDED ACTION: Receive and file the Quarterly Financial Report for the quarter ended September

30, 2014.

4. City of Wichita Pedestrian Master Plan.

RECOMMENDED ACTION: Adopt a resolution endorsing the Wichita Pedestrian Master Plan and authorize

the necessary signatures.

5. Amendment to Metropolitan Area Planning Department Filing Fees.

RECOMMENDED ACTION: Place the ordinance on first reading and authorize the necessary signatures.

6. Waiver of MABCD Special Assessment Fees.

RECOMMENDED ACTION: Approve the plan and place the ordinance on the first reading.

## COUNCIL BUSINESS SUBMITTED BY CITY AUTHORITIES

## PLANNING AGENDA

NOTICE: Public hearing on planning items is conducted by the MAPC under provisions of State law. Adopted policy is that additional hearing on zoning applications will not be conducted by the City Council unless a statement alleging (1) unfair hearing before the MAPC, or (2) alleging new facts or evidence has been filed with the City Clerk by 5p.m. on the Wednesday preceding this meeting. The Council will determine from the written statement whether to return the matter to the MAPC for rehearing.

## V. NON-CONSENT PLANNING AGENDA

1. CON2014-00027 – City Conditional Use to Permit a Nightclub in the City in GC General Commercial Zoning Within 300 Feet of Residential Zoning, Located at the Southwest Corner of Morris Street and South Washington Avenue, 911 East Morris Street. (District III)

RECOMMENDED ACTION: 1) Adopt the findings of the MAPC and approve the Conditional Use subject to MAPC recommended conditions (simple majority vote required) and adopt the Resolution; 2) approve the request subject to the DAB III recommended conditions by making alternate findings (two-thirds majority vote required); or 3) return the application to the MAPC for further consideration (simple majority vote required).

#### **HOUSING AGENDA**

NOTICE: The City Council is meeting as the governing body of the Housing Authority for consideration and action on the items on this Agenda, pursuant to State law, HUD, and City ordinance. The meeting of the Authority is deemed called to order at the start of this Agenda and adjourned at the conclusion.

#### VI. NON-CONSENT HOUSING AGENDA

None

## AIRPORT AGENDA

NOTICE: The City Council is meeting as the governing body of the Airport Authority for consideration and action on items on this Agenda, pursuant to State law and City ordinance. The meeting of the Authority is deemed called to order at the start of this Agenda and adjourned at the conclusion.

## VII. NON-CONSENT AIRPORT AGENDA

None

# **COUNCIL AGENDA**

# VIII. COUNCIL MEMBER AGENDA

None

# IX. COUNCIL MEMBER APPOINTMENTS

1. Board Appointments.

RECOMMENDED ACTION: Approve the Appointments.

Adjournment

# (ATTACHMENT 1 – CONSENT AGENDA ITEMS 1 THROUGH 11)

## II. CITY COUNCIL CONSENT AGENDA ITEMS

1. Report of Board of Bids and Contracts dated November 3, 2014.

RECOMMENDED ACTION: Receive and file report; approve Contracts;

authorize necessary signatures.

2. Applications for Licenses to Retail Cereal Malt Beverages:

Renewal2014(Consumption on Premises)Michael J MohrLos Pinos\*\*1225 West DouglasErica TorresElRancho\*\*1601 East PawneeErica TorresElRancho\*\*2801 North Broadway

Renewal2014(Consumption off Premises)Saiful ApolloFamily Mart\*\*\*1545 South Meridian

RECOMMENDED ACTION: Approve licenses subject to Staff review and approval.

#### 3. Preliminary Estimates:

a. List of Preliminary Estimates.

RECOMMENDED ACTION: Receive and file.

- 4. Consideration of Street Closures/Uses.
  - a. Community Events Seize the Day 5K. (District II)
  - b. Community Events Girls on the Run 5K. (District VI)
  - c. Community Events Wichita Turkey Trot. (District VI)
  - d. Community Events Fourth Annual Say Grace 5K. (District VI)
  - e. Community Events Mayor's Tree Lighting Ceremony. (Districts I, IV, and VI)
  - f. Community Events Wichita Veterans Day Parade Post Parade Event at WaterWalk. (District I)

RECOMMENDED ACTION: Approve the request subject to; (1) Hiring off-duty certified law enforcement

officers as required; (2) Obtaining barricades to close the streets in accordance with requirements of Police, Fire and Public Works Department; and (3) Securing a Certificate of Liability Insurance on file with the Community Events

Coordinator.

## 5. Agreements/Contracts:

a. KDHE Watershed Restoration and Protection Strategy (WRAPS) Grant Application.

RECOMMENDED ACTION: Approve Agreements/Contracts; authorize the necessary signatures.

<sup>\*\*</sup>General/Restaurant (need 50% or more gross revenue from sale of food)

<sup>\*\*\*</sup>Retailer (Grocery stores, convenience stores, etc.)

## 6. Minutes of Advisory Boards/Commissions

Bicycle and Pedestrian Advisory Board, September 8, 2014
Wichita Employees Retirement System Board, September 17, 2014
Metropolitan Area Building Construction Department, September 24, 2014
Police and Fire Retirement System, August 27, 2014
Board of Building Code Standards and Appeals, September 8, 2014
Wichita Transit Board, July 18, 2014
Wichita Transit Board, August 15, 2014
Wichita Transit Board, September 19, 2014

RECOMMENDED ACTION: Receive and file.

7. Payment for Settlement of Claim.

RECOMMENDED ACTION: Authorize payment of \$12,660 as full settlement of all possible claims arising out

of the events which are the subject of this claim and adopt the resolution.

8. Second Reading Ordinances: (First Read October 28, 2014)

a. List of Second Reading Ordinances.

RECOMMENDED ACTION: Adopt the Ordinances.

#### II. CONSENT PLANNING AGENDA ITEMS

NOTICE: Public hearing on planning items is conducted by the MAPC under provisions of State law. Adopted policy is that additional hearing on zoning applications will not be conducted by the City Council unless a statement alleging (1) unfair hearing before the MAPC, or (2) alleging new facts or evidence has been filed with the City Clerk by 5p.m. on the Wednesday preceding this meeting. The Council will determine from the written statement whether to return the matter to the MAPC for rehearing.

9. \*VAC2014-00028 - Request to Vacate a Portion of a Platted Utility Easement on Property Generally Located Between Interstate Highway I-135 and Kellogg Street, Southeast of Webb Road and Orme Street. (District II)

RECOMMENDED ACTION: Approve the Vacation Order and authorize the necessary signatures.

10. \*VAC2014-00029 - Request to Vacate a Portion of a Platted Front Yard Setback on Property Generally Located South of 13th Street North on the East Side of Hillside Avenue. (District I)

RECOMMENDED ACTION: Approve the Vacation Order and authorize the necessary signatures.

## **II. CONSENT HOUSING AGENDA ITEMS**

NOTICE: The City Council is meeting as the governing body of the Housing Authority for consideration and action on the items on this Agenda, pursuant to State law, HUD, and City ordinance. The meeting of the Authority is deemed called to order at the start of this Agenda and adjourned at the conclusion.

None

# **II. CONSENT AIRPORT AGENDA ITEMS**

NOTICE: The City Council is meeting as the governing body of the Airport Authority for consideration and action on items on this Agenda, pursuant to State law and City ordinance. The meeting of the Authority is deemed called to order at the start of this Agenda and adjourned at the conclusion.

11. \*Airfield Pavements and Medium Voltage Electrical Infrastructure, Supplemental Agreement No. 1 - Wichita Mid-Continent Airport.

RECOMMENDED ACTION: Approve the supplemental agreement and authorize the necessary signatures.

# City of Wichita City Council Meeting November 4, 2014

**TO:** Mayor and City Council

**SUBJECT:** Public Hearing and Issuance of Taxable Industrial Revenue Bonds

(Spirit AeroSystems, Inc.) (District III)

**INITIATED BY:** Office of Urban Development

**AGENDA:** New Business

**Recommendations**: Close the public hearing and place the bond ordinance on first reading.

**Background:** On May 17, 2005, the City Council approved a five-year letter of intent for the issuance of up to \$1,000,000,000 in Industrial Revenue Bonds to finance facilities for the benefit of Mid-Western Aircraft Systems, Inc. (now Spirit AeroSystems, Inc. "Spirit"), at 3801 S. Oliver in southeast Wichita. The City Council also approved a 100% ten-year tax abatement on all bond-financed property. On May 4, 2010, the City Council approved an extension of the letter of intent, for the value of the unused balance of the letter of intent which was \$620,500,000, for a five year period. There is \$489,500,000 of remaining capacity on the current letter of intent. Spirit is now requesting the issuance of industrial revenue bonds in the aggregate principal amount of \$10,000,000.

Analysis: Bond proceeds will be used to finance the ongoing modernization and expansion of the commercial aircraft manufacturing facilities Spirit acquired from The Boeing Company in June of 2005. Ongoing modernization and expansion of the facilities will enable Spirit AeroSystems, Inc. to continue existing commercial aircraft part production programs and services, to take advantage of new technology and to compete for new aircraft part manufacturing business. Spirit is continuing to manufacture major parts systems for a variety of Boeing jetliners, including the Boeing 787. In addition, Spirit has expanded its operations and customer base by winning work for other makers of commercial aircraft, as well as corporate and military aircraft. Some 2014 upgrades include the installation of new air handling units, chillers, cranes, gates, a tool storage building and a backup system for water pumps in addition to other modifications.

Financial Considerations: Spirit agrees to pay all costs of issuing the bonds and agrees to pay the City's \$2,500 annual IRB administrative fee for the term of the bonds. The City Council has approved a 100% abatement of ad valorem property taxes on the expansion project for five years plus a second five years subject to review and approval by the City Council. Bond-financed purchases are also exempt from state and local sales tax. Spirit invested \$10,000,000 on real property improvements in 2014. Based on the current mill levy, the value of the abated taxes on that investment could be as much as \$301,502. This estimate assumes that 100% of the \$10,000,000 cost of improvements to real property will be reflected in a dollar-for-dollar increase in property value. The actual increase in valuation, if any, will be determined by the Sedgwick County Appraisers Office in the future as part of its on-going reappraisal process. The tax abatement would be shared among the taxing entities as follows:

City	\$ 81,272	State	\$	3,750
County	\$ 73,442	USD 259	\$ 1	43,038

Issuance of Taxable Industrial Revenue Bonds - Spirit AeroSystems, Inc. November 4, 2014 Page 2

Wichita State University Center for Economic Development and Business Research performed a cost-benefit analysis including the Derby school district. The resulting benefit-cost ratios are:

City of Wichita	1.98 to one
General Fund	1.78 to one
Debt Service	2.34 to one
Sedgwick County	1.54 to one
U.S.D. 260	1.00 to one
State of Kansas	28.23 to one

Spirit AeroSystems, Inc. intends to purchase the bonds, through direct placement, and the bonds will not be reoffered for sale to the public.

<u>Legal Considerations</u>: Kutak Rock LLP of Omaha, Nebraska, engaged by Spirit, will serve as Bond Counsel in the transaction. Spirit has agreed to comply with all conditions of the letter of intent. The City's Law Department has reviewed and approved the Ordinance as to form. The form of the final documents shall be subject to review and approval by the Law Department.

**Recommendations/Actions:** It is recommended that the City Council close the public hearing and approve the first reading of the Bond Ordinance authorizing the execution and delivery of documents for the issuance of Taxable Industrial Revenue Bonds for Spirit AeroSystems, Inc. in an amount not to exceed \$10,000,000.

**Attachment:** Bond Ordinance

<b>ORDINANCI</b>	E NO.

AN ORDINANCE APPROVING AND AUTHORIZING THE EXECUTION OF A LEASE AGREEMENT BETWEEN SPIRIT AEROSYSTEMS, INC. AND THE CITY OF WICHITA, KANSAS; APPROVING AND AUTHORIZING THE EXECUTION OF AN INDENTURE OF TRUST BETWEEN SAID CITY AND THE BANK OF NEW YORK MELLON TRUST COMPANY, N.A.; PLEDGING CERTAIN PAYMENTS UNDER SAID LEASE AGREEMENT AND MONEYS AND SECURITIES HELD BY THE TRUSTEE UNDER THE TERMS OF SAID INDENTURE OF TRUST; AUTHORIZING AND DIRECTING THE ISSUANCE OF INDUSTRIAL REVENUE BONDS SERIES VIII, 2014 AEROSYSTEMS, INC. PROJECT) OF SAID CITY IN THE PRINCIPAL AMOUNT OF NOT TO EXCEED \$10,000,000 FOR THE PURPOSE OF PROVIDING FUNDS FOR THE ACQUISITION, CONSTRUCTION, RECONSTRUCTION AND **IMPROVEMENT OF** CERTAIN INDUSTRIAL AND MANUFACTURING FACILITIES OF SPIRIT AEROSYSTEMS, INC., A DELAWARE CORPORATION, IN SEDGWICK COUNTY, KANSAS; DESIGNATING THE TRUSTEE AND THE PAYING AGENT FOR SAID BONDS; AUTHORIZING THE SALE OF SAID BONDS AND THE EXECUTION OF A BOND PURCHASE AGREEMENT THEREFOR; APPROVING AND AUTHORIZING THE EXECUTION OF **ADMINISTRATIVE SERVICE** FEE AGREEMENT: AUTHORIZING THE EXECUTION AND DELIVERY OF CERTAIN RELATED INSTRUMENTS;

WHEREAS, the City of Wichita, Kansas (the "City") desires to promote and stimulate general economic welfare and prosperity and provide greater employment opportunities within the City and its environs and thereby to further promote, stimulate and develop the economic welfare and prosperity of the State of Kansas; and

WHEREAS, pursuant to the provisions of K.S.A. 12-1740 et seq., as amended, said City is authorized to issue industrial revenue bonds of said City, and it is hereby found and determined to be advisable and in the interest and for the welfare of the City and its inhabitants that industrial revenue bonds be issued for the purpose of providing funds for the acquisition, construction, reconstruction and improvement of certain industrial and manufacturing facilities of Spirit AeroSystems, Inc., a Delaware corporation (the "Company"), located within the environs of the City in Sedgwick County, Kansas, which facilities include the Project as defined in the Lease Agreement and the Indenture of Trust herein referred to approved and authorized; and

WHEREAS, the Company will acquire a leasehold interest in the Project from the City pursuant to said Lease Agreement; and

WHEREAS, by Letter of Intent dated May 17, 2005, as extended on May 4, 2010, the City has authorized the undertaking of an industrial revenue bond financing for the Project; and

WHEREAS, it is hereby found and determined that the purpose of said Letter of Intent, as so extended (the "Letter of Intent"), is to extend until May 17, 2015 the term specified in each Section 12.11(e) of those certain Lease Agreements dated as of December 1, 2005, December 1, 2006, December 1, 2008 and December 1, 2009 between the City and the Company and to be specified in those lease agreements entered into on or after May 4, 2010 by the City and the Company; and

WHEREAS, said Indenture of Trust and this Ordinance provide for the authorization and issuance of a series of such bonds;

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

**Section 1. Enabling Declaration**. The City Council, as governing body of the City of Wichita, Kansas, has determined and hereby declares that the Project, if in being, would promote the welfare of the City.

Section 2. Application of Letter of Intent Extension to Lease Agreements; Approval and Authorization of Lease Agreement. The City does hereby approve and confirm that the term of the Letter of Intent specified in each Section 12.11(e) of those certain Lease Agreements dated as of December 1, 2005, December 1, 2006, December 1, 2008 and December 1, 2009 and between the City and the Company, and specified or to be specified in those lease agreements, including the Lease Agreements dated as of December 1, 2011, December 1, 2012 and December 1, 2013 and the Lease Agreement to be dated as of December 1, 2014, between the City, as lessor, and the Company, as lessee (the "Lease"), entered into by the City and the Company on or after May 4, 2010 shall extend until May 17, 2015. The Lease be and the same is in all respects hereby approved, authorized and confirmed, and Jeff Blubaugh (or in his absence, the next person in order of succession pursuant to the Order of Succession Resolution of the City), as Vice Mayor, and the City Clerk or Deputy City Clerk be and they are hereby authorized and directed to execute, attest and deliver the Lease for and on behalf of the City.

Section 3. Approval and Authorization of Indenture of Trust, Designation of Trustee and Paying Agent. The Indenture of Trust, to be dated as of December 1, 2014 (the "Indenture"), between the City and The Bank of New York Mellon Trust Company, N.A., as trustee (the "Trustee"), be and the same is in all respects hereby approved, authorized and confirmed, and said Trustee is hereby designated to act as such thereunder, and the Trustee is hereby designated to act as Paying Agent for the not to exceed \$10,000,000 principal amount of City of Wichita, Kansas Industrial Revenue Bonds Series VIII, 2014 (Spirit AeroSystems, Inc. Project), authorized by this Ordinance and the Indenture and Jeff Blubaugh (or in his absence, the next person in order of succession pursuant to the Order of Succession Resolution of the City), as Vice Mayor, and the City Clerk or Deputy City Clerk be and they are hereby authorized and directed to execute, attest and deliver the Indenture for and on behalf of said City. As provided in the Indenture, the City assigns and pledges to the Trustee certain payments under the Lease and moneys and securities held by the Trustee under the terms of the Indenture as security for such Bonds.

Section 4. Approval, Authorization and Issuance of Bonds. There is hereby created and established an issue of bonds of the City to be known and designated as "City of Wichita, Kansas Industrial Revenue Bonds Series VIII, 2014 (Spirit AeroSystems, Inc. Project)" (the "Bonds"), which shall consist of not to exceed \$10,000,000 principal amount of Bonds, to be dated as of their date of first authentication and delivery, to mature on January 1, 2025, to bear interest at the rate of 5.50% per annum, payable semiannually on January 1 and July 1 in each year, commencing July 1, 2015, and to be subject to redemption at the principal amount thereof plus accrued interest thereon to the redemption date as further provided in the Indenture and shall be in principal amount, form and content and include such other details as specified herein and in the Indenture. The issuance of the Bonds is in all respects hereby approved, authorized and confirmed, and Jeff Blubaugh (or in his absence, the next person in order of succession pursuant to the Order of Succession Resolution of the City), as Vice Mayor, and the City Clerk or Deputy City Clerk are authorized and directed to execute and seal the Bonds pursuant to the Indenture, and the Trustee is hereby authorized and directed to authenticate the Bonds, to deliver the same to the purchaser designated in the Bond Purchase Agreement hereinafter referred to for and on behalf of the City upon receipt of the purchase price therefor and to deposit the proceeds thereof with itself as trustee, in the manner provided for by this Ordinance and the Indenture. The Bonds, together with the interest thereon, are not general obligations of the City, but are special obligations payable (except to the extent paid out of moneys attributable to the proceeds derived from the sale of the Bonds or to the income from the temporary investment thereof) solely from the lease payments under the Lease, and the Bond Fund and other moneys held by the Trustee, as provided in the Indenture. Neither the credit nor the taxing power of the State of Kansas or of any political subdivision of such State is pledged to the payment of the principal of the Bonds and premium, if any, and interest thereon or other costs incident thereto.

Section 5. Authorization of the Sale of the Bonds. The sale of the Bonds pursuant to the terms of the Bond Purchase Agreement, at a purchase price of 100% of the principal amount thereof plus accrued interest from the date of authentication to the date of delivery of and payment for the Bonds, is hereby approved, authorized and confirmed. Jeff Blubaugh (or in his absence, the next person in order of succession pursuant to the Order of Succession Resolution of the City), as Vice Mayor, is hereby authorized and directed to execute the Bond Purchase Agreement, dated as of December 1, 2014, covering the sale of the Bonds.

Section 6. Approval and Authorization of Administrative Service Fee Agreement. The Administrative Service Fee Agreement, to be dated as of December 1, 2014, between the City and the Company, (the "Fee Agreement"), be and the same is in all respects hereby approved, authorized and confirmed, and Jeff Blubaugh (or in his absence, the next person in order of succession pursuant to the Order of Succession Resolution of the City), as Vice Mayor, and the City Clerk or Deputy City Clerk be and they are hereby authorized and directed to execute and deliver the Fee Agreement, for and on behalf of the City.

Section 7. Authority to Correct Errors, Etc. Jeff Blubaugh (or in his absence, the next person in order of succession pursuant to the Order of Succession Resolution of the City), as Vice Mayor, the City Clerk and Deputy City Clerk are hereby authorized and directed to make any alterations, changes or additions in the instruments herein approved, authorized and confirmed necessary to correct errors or omissions therein or to conform the same to the other provisions of said instruments or to the provisions of this Ordinance.

Section 8. Severability. If any section, paragraph, clause or provision of this Ordinance shall be held invalid, the invalidity of such section, paragraph, clause or provision shall not affect any of the other provisions of this Ordinance. It shall not be necessary for the Lease, the Indenture, the Fee Agreement or the Bond Purchase Agreement to be published in the official City paper, but all such documents shall be on file in the office of the City Clerk and shall be available for inspection by any interested party.

Section 9. Further Authority. Jeff Blubaugh (or in his absence, the next person in order of succession pursuant to the Order of Succession Resolution of the City), as Vice Mayor, the City Clerk, Deputy City Clerk, City Treasurer, Interim City Attorney and Director of Law and other City officials are hereby authorized to execute and deliver for and on behalf of the City any and all additional certificates, documents or other papers and to perform all other acts as they may deem necessary or appropriate in order to implement and carry out the matters herein authorized.

Section 10. Effective Date. This Ordinance shall take effect and be in force from and after its passage and publication in the official City paper.

PASSED by the City Council this	_ day of November, 2014.
Signed by the	
	Jeff Blubaugh Vice Mayor
Attest:	
City Clerk	
[SEAL]	
Approved as to Form:	
Thorn I Dulying Bkm Sharon L. Dickgrafe	
Sharon L. Dickgrafe '	

Interim City Attorney and Director of Law

# City of Wichita City Council Meeting November 4, 2014

**TO:** Mayor and City Council Members

**SUBJECT:** Ordinance Amending Sections 3.49.030, 3.49.100, 3.49.110, 3.49.130,

and 3.49.140 of the Code of the City of Wichita, Kansas, Pertaining to

Wrecker Services

**INITIATED BY:** Wichita Police Department / Law Department

**AGENDA:** New Business

**Recommendation:** Place the proposed ordinance amendments on first reading and authorize the necessary signatures.

<u>Background</u>: Currently, all wrecking and impound services for the Wichita Police Department are handled by wreckers licensed by the City of Wichita, who participate in the wrecker rotation list. These wreckers are called by SPIDER, as needed, to respond to accidents and impounds of vehicles at the request of law enforcement officers.

Significant amendments were made to the City ordinances regarding Emergency Wrecker Operations in 2012. Recently, the Wrecker companies approached City staff requesting changes regarding how wrecker fees are disclosed to the vehicle owner at the time of the tow. These companies additionally requested the City to consider issuing driving certificates to individual wrecker operators to promote public safety.

## **Analysis:** The proposed amendments:

- Modify the process for emergency wrecker services related to traffic accidents. Citizens will have the option to choose a wrecker service. If no company is selected, or the company selected is unavailable, SPIDER dispatchers will contact the next wrecker on the rotation list.
- Continue to allow wrecking companies to establish their own emergency towing fees. Only those fees disclosed at the time of licensing by the company may be assessed.
- Authorize the police department to publish fees on their website and make fees available, upon request, to vehicle owners at the time the tow is initiated.
- Establish a permit system for drivers of emergency wrecker services. A yearly permit will be issued for each driver, following a background check conducted by the Wichita Police Department.

<u>Financial Considerations</u>: It is estimated that approximately \$3,000 will be collected for wrecker driver permits. These fees are collected every two years. Staff costs for processing these applications and background checks will not be fully offset by fees collected.

<u>Legal Considerations</u>: The ordinance amendments have been drafted and approved as to form by the Law Department.

**Recommendations/Actions:** It is recommended that the City Council place the ordinances on first reading and authorize the necessary signatures.

**<u>Attachments</u>**: Proposed ordinances.

## ORDINANCE NO. 49-886

AN ORDINANCE AMENDING SECTIONS 3.49.030, 3.49.100, 3.49.110, 3.49.130 AND 3.49.140 AND CREATING SECTIONS 3.49.215, 3.49.220, 3.49.225, 3.49.230, 3.49.235, 3.49.240, 3.49.245, 3.49.250, 3.49.255, 3.49.260, 3.49.265 AND 3.49.270 OF THE CODE OF THE CITY OF WICHITA, KANSAS, PERTAINING TO WRECKER SERVICES.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

SECTION 1. Section 3.49.030 of the Code of the City of Wichita, Kansas is hereby amended to read as follows: "License—Application—Fees—Renewal.

- (a) A person desiring to engage in emergency wrecker service in the City shall file with the City Treasurer a written application upon a form provided for that purpose, which must be signed by the applicant or the applicant's authorized agent. The following information is required in the application:
  - (1) Business name, address and telephone number of the emergency wrecker company;
  - (2) Number and types of wreckers to be operated;
  - (3) Vehicle identification number of each wrecker;
  - (4) The location of the facilities to be owned or leased by the applicant for the purpose of operating the emergency wrecker service;
  - (5) The name, address and telephone number of the owner of the emergency wrecker company;

- (6) An agreement that the applicant will participate in the wrecker rotation list;
- (7) Proof that the applicant has secured the payment of compensation to the applicant's employees as set forth in K.S.A. 44-532(b) and amendments thereto:
- (8) A maximum fee schedule for standard towing, heavy duty towing, specialized towing storage, mileage, and all other fees including fuel surcharges and any additional administrative fees.
- (9) A copy of the wrecker service's certificate of public service from the Kansas Corporation Commission.
- (10) A list of all personnel who are employed by the licensee and will, at any time, be required to operate an emergency wrecker. The licensee shall provide the employee's name, date of birth, driver's license number and class of issued driver's license. Drivers are to be employees of the licensee. Independent contractors are not allowed to operate an emergency wrecker vehicle or tow vehicles pursuant to this Chapter.
- (11) A certification, pursuant to Section 3.02.010 of the Code of the City of Wichita, by the applicant that he or she does not owe any personal property taxes, motor vehicle taxes, or real estate taxes to Sedgwick County, Kansas which are delinquent for any real or personal property utilized for the business or storage of vehicles as

part of an emergency wrecker company. No license shall be issued to a person owing delinquent taxes or certifying a false statement.

- (b) A fee of \$50.00 for processing the initial application or any renewals thereof must be submitted with the application; this fee accompanying the applicant shall not be refundable.
- (c) Every license issued pursuant to this Chapter shall terminate at the expiration of twelve months from the date of issuance, unless sooner revoked, and must be renewed before operation of an emergency wrecker service is allowed to continue. Anyone desiring to renew a license shall follow the procedures in subsection (a) of this Section for an initial application.
- (d) Failure to submit a schedule of fees with the annual application will result in utilizing the last schedule of fees submitted by the licensee."

SECTION 2. Section. 3.49.100 of the Code of the City of Wichita, Kansas is hereby amended to read as follows: "Powers and duties of Chief of Police.

In addition to the powers and duties prescribed elsewhere in this Chapter, the Chief of Police is authorized to:

- (a) Enforce all provisions of this Chapter;
- (b) Adopts rules and regulations, after reasonable notice to the licensees, not inconsistent with the provisions of this Chapter, with respect to the investigation of applicants and other matters incidental or appropriate to his powers and duties as may be necessary for the proper enforcement of the provisions of this Chapter;

- (c) Conduct, when appropriate, periodic investigations of emergency wrecker companies throughout the City;
- (d) Keep records of service adequacy and responsiveness of licensees and provide these records to the City Treasurer upon request;
- (e) Ensure that wrecker fee schedules are accessible to the public by posting the schedule on the police and/or City website, having the fee schedule available for review upon request of officers and citizens at accident scenes and posted at Wichita Police Department substations."

SECTION 3. Section. 3.49.110 of the Code of the City of Wichita, Kansas is hereby amended to read as follows: "Emergency wrecker dispatched service call procedures.

- (a) The Chief of Police shall establish a list consisting of emergency wrecker companies licensed under this Chapter.
- (b) The wrecker list shall contain the name, address, phone number and towing rates for each emergency wrecker company licensed by the City of Wichita.
- (c) The emergency wrecker service list, including the tow fees charged by each company, shall be posted on the City's website and be made readily available to all law enforcement officers and to the owners or persons in charge of wrecked or disabled vehicles upon request.
- (d) If the owner or person in charge of the vehicle chooses a specific wrecker service, this choice will be relayed to SPIDER by the law enforcement officer so that a dispatched service call may be made.

(e) When an emergency wrecker is needed, the need will be immediately made known to the dispatcher for Special Police Information Data Entry and Retrieval Unit (SPIDER). On receiving the first communication, the dispatcher at the SPIDER unit must call the emergency wrecker company chosen by the owner or person in charge of such vehicle, if so designated. If the driver or person in charge of the vehicle fails to designate or choose an Emergency Wrecker Service, or the Emergency Wrecker Service chosen is not available for dispatch, the SPIDER dispatcher will contact the next Emergency Wrecker Service on the rotation list. If two vehicles are to be towed, the Emergency Wrecker Service will be requested to dispatch either a wrecker capable of handling two vehicles or two wreckers. In the event the first company called has no wreckers available, then the dispatcher at the SPIDER unit shall call the company which appears next on the list or, in the event the first wrecker service company called fails or is unable to respond within 45 minutes under nominal conditions, then the dispatcher shall call the next wrecker company appearing on the list. A call to a specific location for a single accident shall be considered as one call and only one company will be called; provided, however, that if necessary, additional companies may be called."

SECTION 4. Section 3.49.130 of the Code of the City of Wichita, Kansas is hereby amended to read as follows: "Fees for emergency wrecker service.

- (a) Only emergency wrecker companies licensed by the City of Wichita shall be subject to these regulations governing fees to be charged by emergency wrecker services.
- (b) A wrecker service shall submit a schedule of towing fees with the annual application for licensing.
- (c) Failure to submit fee schedules with the annual application will result in utilizing the last fee schedule submitted.
- (d) Wrecker services companies may not charge rates in excess of those filed with their licensing application for emergency wrecker services.
- (e) No fees, including fuel surcharge or administrative fees, other than those submitted in the licensing application, may be charged by the emergency wrecker company."

SECTION 5. Section 3.49.140 of the Code of the City of Wichita, Kansas is hereby amended to read as follows: "Requirements and operating procedures for emergency wrecker service.

An emergency wrecker company licensee shall comply with the following requirements and procedures:

- (a) Maintain 24-hour wrecker service:
- (b) Arrive at the accident or to the place designated by the dispatcher at the Special Police Information Data Entry and Retrieval unit

- (SPIDER) within a reasonable time after having been notified to do so, such response time not to exceed 45 minutes;
- (c) Deliver, in every instance, the wrecked or disabled vehicle to its storage facility or other location as directed by the owner or agent of the vehicle;
- (d) When directed by an officer at the scene of an accident, temporarily remove vehicles which are creating a traffic hazard to a side street or other place as may be directed by the officer;
- (e) Report to the City's licensing agent all changes in emergency wreckers and equipment used in the licensee's emergency wrecker service;
- (f) Completely remove from the site of an accident all resulting wreckage, debris, reasonable amounts of automotive fluids which are dropped or spilled, and any and all other reasonable amounts of injurious substances dropped upon the highway from such vehicle including all broken glass, which remains in the street, but excluding truck or vehicle cargoes, before leaving the site. In the event two or more wreckers are called to the same accident, both operators shall be equally responsible for the removal of debris from the right-of-way;
- (g) Not permit the use of a wrecker by another licensee;
- (h) The licensee shall not permit an individual to drive a wrecker unless the individual holds a valid driver's license, a valid operator's certificate as

required by Section 3.49.225, and is a current employee of the licensee. Drivers are to be employees of the licensee. Independent contractors are not allowed to operate an emergency wrecker vehicle or tow vehicles pursuant to this Chapter.

- (i) The licensee and its employees shall not assess or collect fees or charges in excess of those filed with its licensing application;
- (j) The licensee and its employees shall not prohibit or refuse to allow the owner, operator or person in possession of the vehicle, who has proof of title or registration, to have access to any personal property in an impounded vehicle for forty-eight (48) hours after such vehicle has been towed and such personal property shall be released to the owner;
- (k) Have all wreckers clearly and permanently marked with the name and address of the licensee on both doors of the vehicle;
- (l) All wrecker drivers of the licensee shall wear shirts identifying the licensee's company name;
- (m) The licensee shall, upon request by a vehicle owner, disclose the name and address of its insurance carrier;
- (n) Carry in all vehicles owned or leased by the licensee "Wrecker Operator Receipt Books" which shall contain forms that shall be filled out and signed by an authorized public agency at the scene of an impound. The form will authorize the licensee or the licensee's agent or employee to tow the vehicle, will contain a space to be

marked by the authorized public agency indicating whether the vehicle shall be held as evidence in a criminal matter, and will state that the licensee assumes liability for the vehicle being towed along with any and all property contained therein. Such forms shall be subject to prior approval by the City's licensing agent and it shall be the responsibility of the licensee to provide such forms;

- (o) Carry in all vehicles owned or operated by the licensee a copy of the licensee's schedules of fees;
- (p) Shall at all times comply with K.S.A. 8-1103 and amendments thereto;
- (q) The owner of a vehicle towed shall have access to any personal property in such vehicle for 48 hours after such vehicle has been towed and such personal property shall be released to the owner or as otherwise required by state law;
- (r) Shall accept, at no additional fee, credit card, debit card or cash payments for any towing, storage or other fees and costs due from the owner of the vehicle for emergency wrecker service;
- (s) Upon request by any law enforcement officer, or the owner of a vehicle to be towed, the emergency wrecker operator shall provide proof of a valid and unexpired emergency wrecker service operator's certificate issued pursuant to this chapter."

SECTION 6. Section 3.49.215 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Operator's certificate required.

It shall be unlawful for any person to report for and make an emergency wrecker tow unless the operator of the wrecker shall have in their possession an operator's certificate issued under the provisions of this chapter."

SECTION 7. Section 3.49.220 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Emergency wrecker service operator.

Any person who owns an emergency wrecker company as defined by this chapter, or any employee of such company who reports for and makes an emergency wrecker tow within the city shall:

- (a) Be 18 years of age or older;
- (b) Be a person of good moral character; and
- (c) Possess an operator's certificate."

SECTION 8. Section 3.49.225 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Qualifications for emergency wrecker services operator certificate.

Each applicant for an operator's certificate shall undergo an investigation by the Chief of Police to determine if an operator's certificate will be issued. An operator's certificate shall not be issued to any person who:

- (a) Made false or misleading statements of fact in the application;
- (b) Within five years of the date of application had an operator's certificate revoked:
- (c) Is now registered as a sex offender with any state;
- (d) Within five years preceding the date of the application has been found guilty of, pleaded guilty to, pleaded nolo contendere to or been convicted

- of a federal, state or local law of any city for leaving the scene of a motor vehicle accident or driving under the influence of alcohol or drugs, or
- (e) Within five years preceding the date of application has been found guilty of, pleaded guilty to, pleaded nolo contendere to or has been convicted of a felony."

SECTION 9. Section 3.49.230 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Application for emergency wrecker operator's certificate.

- (a) **Filing.** Every person desiring to report for an emergency tow within the city shall file with the City Treasurer a written application for an operator's certificate.
- (b) **Application form.** The application for an operator's certificate shall be made upon a printed form to be provided by the City Treasurer and shall request the following information and such other information as may be deemed proper by the City Treasurer:
  - 1. The name, residential address, telephone number and date of birth of the applicant;
  - 2. The applicant's drivers' license number and state of issuance;
  - 3. The number of times, dates and places within the preceding five years the applicant has been arrested or convicted for traffic violations, driving under the influence of alcohol or drugs and/or leaving the scene of an accident;
  - 4. Whether the applicant has been convicted of a felony within the preceding five years;

- 5. Whether the applicant is required to register as a sex offender with any state;
- 6. The business name, address and telephone number of the emergency wrecker company for which the applicant is employed;
- 7. Verification by a licensed emergency wrecker company that the applicant is a current employee of the licensed company at the time of submission of the application."

SECTION 10. Section 3.49.235 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Investigation.

After a complete and fully executed application for an operator's certificate has been filed with the City Treasurer, the Chief of Police shall cause the application to be investigated."

SECTION 11. Section 3.49.240 of the Code of the City of Wichita, Kansas is hereby created to read as follows: **'Fee.** 

The operator's certificate shall not be issued or renewed until the fee for such certificate shall have been paid. A fee of \$50.00 shall be assessed by the City Treasurer. A non-refundable fee of \$25.00 will be assessed to the applicant to defray the cost of investigation and the application process."

SECTION 12. Section 3.49.245 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Granting or denial; appeals.

(a) After completing the investigation, the Chief of Police shall determine whether an operator's certificate shall be granted to the applicant.

(b) The Chief of Police's grant or denial of an application for an operator's certificate or the renewal thereof shall be based on information provided in the application as well as the results of the background investigation. In addition to the qualifications set for in this chapter, the Chief of Police shall consider any cause that may exist for suspension or revocation of a certificate as set forth in this Code in the determination of the renewal of an operator's certificate. Within ten days after issuance of notice by the Chief of Police of the denial of any application, the applicant may submit a written request for a hearing before the City Council regarding the Chief of Police's denial."

SECTION 13. Section 3.49.250 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Expiration and Transferability of Certificate.

- (a) All operators' certificates shall be valid for two years from the date of issuance.
- (b) No certificate issued under the provisions of this chapter shall be transferable from one individual to another; or by an individual from employment by one emergency wrecker service company to employment with another emergency wrecker service company;
- (c) An individual may hold multiple permits allowing such individual to be employed by more than one emergency wrecker service company, however, no additional permit will be issued without written authorization from all emergency wrecker service companies with which the individual

is or seeks to be permitted. The fee for an additional permit shall be as set forth in Section 3.49.240."

SECTION 14. Section 3.49.255 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Renewal.

An operator's certificate may be renewed by the City Treasurer in accordance with the requirements of Section 3.49.230 upon a written application on a form provided by the City Treasurer."

SECTION 15. Section 3.49.260 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Certificate.

An appropriate certificate shall be furnished to each operator by the City Treasurer, showing their name, name of licensed emergency wrecker service company, license number and the years for which the certificate is valid. Every emergency wrecker services operator, while on duty, shall have the certificate in their possession at all times."

SECTION 16. Section 3.49.265 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Suspension or revocation of certificate.

- (a) Any false statement or misrepresentation of a material fact, made by an applicant for the purpose of securing an operator's certificate, or any renewal thereof, shall be deemed good and sufficient cause for refusal to grant, or, if granted, for revocation or suspension of a certificate."
- (b) Every holder of an operator's certificate issued under this code shall comply with all city, state and federal laws. Failure to do so will justify suspension or revocation of the certificate by the Chief of Police.

- (c) An operator's certificate may be suspended or revoked at any time the certificate holder becomes ineligible to hold the certificate pursuant to the requirements set forth in this chapter or for a violation of the requirements of this Chapter which are applicable to emergency wrecker service operators.
- (d) The Chief of Police shall provide written notice of the intent to revoke, suspend or deny an operator's certificate by personal service or by certified mail, return receipt requested. The notice shall be sent to the mailing address of the licensee on file with the City Treasurer. The notice shall provide the effective date of the revocation or suspension of the certificate. Such notice shall detail the reasons or basis for the revocation, denial, or suspension of the certificate. No revocation or suspension shall be imposed on less than five days' notice to the licensee, and shall specify the rights of the licensee to appeal any such denial, revocation or suspension."

SECTION 17. Section 3.49.270 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Appeal procedure.

(a) Any applicant or licensee aggrieved by the denial, suspension, modification, revocation or imposition of additional conditions, of an operator's certificate may file with the City Clerk a written notice of appeal to the City Council within ten (10) business days of the decision by the Chief of Police or his/her designee. The Notice of Appeal shall specify:

- 1. The name and address of the appellant;
- 2. The date of application;
- 3. The date of the denial, suspension, modification, revocation or imposition of additional conditions of the operator's certificate;
- 4. the factual basis for the appeal.
- (b) Upon receipt of a complete and timely filed Notice of Appeal, the City

  Clerk shall schedule a hearing before the City Council, no later than thirty

  days from the date of the filing of the Notice of Appeal with the City

  Clerk. Any appeal shall stay the suspension, modification or revocation of
  the certificate until the matter is heard by the City Council.
- (c) The City Council may approve the denial, suspension, modification, revocation, or imposition of additional conditions, overrule the denial, suspension, modification, revocation or imposition of additional conditions or modify the decision of the Chief of Police.
- (d) In any hearing before the City Council pursuant to this section, a certified copy of a conviction from any local, state, or federal court for any violation is prima facia evidence of such violation of the provisions of Section 3.30.090 of the Code of the City of Wichita.
- (e) The Council's decision may be appealed to the Eighteenth Judicial District
  Court of the State of Kansas pursuant to K.S.A. 60-2101 and any
  amendments thereto. Any such appeal to the District Court shall not stay
  the denial, revocation, modification or suspension of the operator's
  certificate by the City Council."

SECTION 18. Section 3.49.275 of the Code of the City of Wichita, Kansas is hereby

created to read as follows: "Penalty for violation.

Every person who is convicted of violating any of the provisions of this Chapter

shall be guilty of a misdemeanor and shall be punished by a fine of not more than \$500,

or by six months' imprisonment, or by both such fine and imprisonment."

SECTION 19. The originals of Sections 3.49.030, 3.49.100, 3.49.110, 3.49.130 and

3.49.140 are hereby repealed.

SECTION 20. This ordinance shall be included in the Code of the City of Wichita,

Kansas, and shall be effective on January 1, 2015, upon its passage and publication once in the

official city paper.

PASSED by the governing body of the City of Wichita, Kansas, this 25th day of

November, 2014.

Carl Brewer, Mayor	

ATTEST:

Karen Sublett, City Clerk

Approved as to Form:

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Sharon L. Dickgrafe

Interim Director of Law and City Attorney

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First Published in The Wichita Eagle on	
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DELINEATED 10/16/14

AN ORDINANCE AMENDING SECTIONS 3.49.030, 3.49.100, 3.49.110, 3.49.130 AND 3.49.140 AND CREATING SECTIONS 3.49.215, 3.49.220, 3.49.225, 3.49.230, 3.49.235, 3.49.240, 3.49.245, 3.49.250, 3.49.255, 3.49.260, 3.49.265 AND 3.49.270 OF THE CODE OF THE CITY OF WICHITA, KANSAS, PERTAINING TO WRECKER SERVICES.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

SECTION 1. Section 3.49.030 of the Code of the City of Wichita, Kansas is hereby amended to read as follows: "License—Application—Fees—Renewal.

- (a) A person desiring to engage in emergency wrecker service in the City shall file with the City Treasurer a written application upon a form provided for that purpose, which must be signed by the applicant or the applicant's authorized agent. The following information is required in the application:
  - (1) Business name, address and telephone number of the emergency wrecker company;
  - (2) Number and types of wreckers to be operated;
  - (3) Vehicle identification number of each wrecker;
  - (4) The location of the facilities to be owned or leased by the applicant for the purpose of operating the emergency wrecker service;
  - (5) The name, address and telephone number of the owner of the emergency wrecker company;

- (6) An agreement that the applicant will participate in the wrecker rotation list;
- (7) Proof that the applicant has secured the payment of compensation to the applicant's employees as set forth in K.S.A. 44-532(b) and amendments thereto:
- (8) A maximum fee schedule for standard towing, heavy duty towing, specialized towing storage, and mileage, and all other fees including fuel surcharges and any additional administrative fees.
- (9) A copy of the wrecker service's certificate of public service from the Kansas Corporation Commission.
- A list of all personnel who are employed by the licensee and will, at any time, be required to operate an emergency wrecker. The licensee shall provide the employee's name, date of birth, driver's license number and class of issued driver's license. Drivers are to be employees of the licensee. Independent contractors are not allowed to operate an emergency wrecker vehicle or tow vehicles pursuant to this Chapter.
- (11) A certification, pursuant to Section 3.02.010 of the Code of the City of Wichita, by the applicant that he or she does not owe any personal property taxes, motor vehicle taxes, or real estate taxes to Sedgwick County, Kansas which are delinquent for any real or personal property utilized for the business or storage of vehicles as

part of an emergency wrecker company. No license shall be issued to a person owing delinquent taxes or certifying a false statement.

- (b) A fee of \$50.00 for processing the initial application or any renewals thereof must be submitted with the application; this fee accompanying the applicant shall not be refundable.
- (c) Every license issued pursuant to this Chapter shall terminate at the expiration of twelve months from the date of issuance, unless sooner revoked, and must be renewed before operation of an emergency wrecker service is allowed to continue. Anyone desiring to renew a license shall follow the procedures in subsection (a) of this Section for an initial application.
- (d) Failure to submit <u>a schedule of</u> fees with the annual application will result in utilizing the last schedule of fees submitted by the licensee."

SECTION 2. Section. 3.49.100 of the Code of the City of Wichita, Kansas is hereby amended to read as follows: "Powers and duties of Chief of Police.

In addition to the powers and duties prescribed elsewhere in this Chapter, the Chief of Police is authorized to:

- (a) Enforce all provisions of this Chapter;
- (b) Adopts rules and regulations, after reasonable notice to the licensees, not inconsistent with the provisions of this Chapter, with respect to the investigation of applicants and other matters incidental or appropriate to his powers and duties as may be necessary for the proper enforcement of the provisions of this Chapter;

- (c) Conduct, when appropriate, periodic investigations of emergency wrecker companies throughout the City;
- (d) Keep records of service adequacy and responsiveness of licensees and provide these records to the City Treasurer upon request;
- (e) Ensure that wrecker fee schedules are accessible to the public by posting the schedule on the police and/or City website, having the fee schedule available for review upon request of officers <u>and citizens</u> at accident scenes and posted at Wichita Police Department substations."

SECTION 3. Section. 3.49.110 of the Code of the City of Wichita, Kansas is hereby amended to read as follows: "Emergency wrecker dispatched service call procedures.

- (a) The Chief of Police shall establish a list consisting of emergency wrecker companies licensed under this Chapter.
- (b) The wrecker list shall contain the name, address, phone number and towing rates for each emergency wrecker company licensed by the City of Wichita.
- When a law enforcement officer determines that emergency wrecker services are required to remove a wrecked or disabled vehicle, the owner or person in charge of the wrecked or disabled vehicle will be provided the list of licensed wreckers. The emergency wrecker service list, including the tow fees charged by each company, shall be posted on the City's website and be made readily available to all law enforcement officers and to the owners or persons in charge of wrecked or disabled vehicles upon request.

- (d) The If the owner or person in charge of the vehicle's choice of wrecker service company vehicle chooses a specific wrecker service, this choice will be relayed to SPIDER by the law enforcement officer so that a dispatched service call may be made.
- When an emergency wrecker is needed, the need will be (e) immediately made known to the dispatcher for Special Police Information Data Entry and Retrieval Unit (SPIDER). On receiving the first communication, the dispatcher at the SPIDER unit must call the emergency wrecker company chosen by the owner or person in charge of such vehicle, if so designated. If the driver or person in charge of the vehicle fails to designate or choose an Emergency Wrecker Service, or the Emergency Wrecker Service chosen is not available for dispatch, the SPIDER dispatcher will contact the next Emergency Wrecker Service on the rotation list. If two vehicles are to be towed, the Emergency Wrecker Service will be requested to dispatch either a wrecker capable of handling two vehicles or two wreckers. In the event the first company called has no wreckers available, then the dispatcher at the SPIDER unit shall call the company which appears next on the list or, in the event the first wrecker service company called fails or is unable to respond within 45 minutes under nominal conditions, then the dispatcher shall call the next wrecker company appearing on the list. A call to a specific location for a single

accident shall be considered as one call and only one company will be called; provided, however, that if necessary, additional companies may be called."

SECTION 4. Section 3.49.130 of the Code of the City of Wichita, Kansas is hereby amended to read as follows: "Fees for emergency wrecker service.

- (a) Only emergency wrecker companies licensed by the City of Wichita shall be subject to these regulations governing fees to be charged by emergency wrecker services.
- (b) A wrecker service shall submit a schedule of towing fees with the annual application for licensing.
- (c) Failure to submit fee schedules with the annual application will result in utilizing the last fee schedule submitted.
- (d) Wrecker services <u>companies</u> may not charge rates in excess of those filed with their licensing application for emergency wrecker services.
- (e) No fees, including fuel surcharge or administrative fees, other than those submitted in the licensing application, may be charged by the emergency wrecker company."

SECTION 5. Section 3.49.140 of the Code of the City of Wichita, Kansas is hereby amended to read as follows: "Requirements and operating procedures for emergency wrecker service.

(a) An emergency wrecker company licensee shall comply with the following requirements and procedures:

- (1) (a) Maintain 24-hour wrecker service;
- (2) (b) Arrive at the accident or to the place designated by the dispatcher at the Special Police Information Data Entry and Retrieval unit (SPIDER) within a reasonable time after having been notified to do so, such response time not to exceed 45 minutes;
- (3) (c) Deliver, in every instance, the wrecked or disabled vehicle to its storage facility or other location as directed by the owner or agent of the vehicle;
- (4) (d) When directed by an officer at the scene of an accident, temporarily remove vehicles which are creating a traffic hazard to a side street or other place as may be directed by the officer;
- (5) (e) Report to the City's licensing agent all changes in emergency wreckers and equipment used in the licensee's emergency wrecker service;
- (6) (f) Completely remove from the site of an accident all resulting wreckage, debris, reasonable amounts of automotive fluids which are dropped or spilled, and any and all other reasonable amounts of injurious substances dropped upon the highway from such vehicle including all broken glass, which remains in the street, but excluding truck or vehicle cargoes, before leaving the site. In the

- event two or more wreckers are called to the same accident, both operators shall be equally responsible for the removal of debris from the right-of-way;
- (7) (g) Not permit the use of a wrecker by another licensee;
- (8) (h) The licensee shall not permit an individual to drive a wrecker unless the individual holds a valid driver's license, a valid operator's certificate as required by Section 3.49.225, and is a current employee of the licensee. Drivers are to be employees of the licensee. Independent contractors are not allowed to operate an emergency wrecker vehicle or tow vehicles pursuant to this Chapter.
- (9) (i) The licensee and its employees shall not assess or collect fees or charges in excess of those filed with its licensing application;
- (10) (j) The licensee and its employees shall not prohibit or refuse to allow the owner, operator or person in possession of the vehicle, who has proof of title or registration, to retrieve any medicine, medical supplies or governmental-issued documents regarding identification from an impounded or towed vehicle to have access to any personal property in an impounded vehicle for forty-eight (48) hours after such vehicle has been towed and such personal property shall be released to the owner;

- (11) (k) Have all wreckers clearly and permanently marked with the name and address of the licensee on both doors of the vehicle;
- (12) (1) All wrecker drivers of the licensee shall wear shirts identifying the licensee's company name;
- (13) (m) The licensee shall, upon request by a vehicle owner, disclose the name and address of its insurance carrier;
- (14) (n) Carry in all vehicles owned or leased by the licensee "Wrecker Operator Receipt Books" which shall contain forms that shall be filled out and signed by an authorized public agency at the scene of an impound. The form will authorize the licensee or the licensee's agent or employee to tow the vehicle, will contain a space to be marked by the authorized public agency indicating whether the vehicle shall be held as evidence in a criminal matter, and will state that the licensee assumes liability for the vehicle being towed along with any and all property contained therein. Such forms shall be subject to prior approval by the City's licensing agent and it shall be the responsibility of the licensee to provide such forms;
- (15) (o) Carry in all vehicles owned or operated by the licensee a copy of the licensee's schedules of fees;

- (16) (p) Shall at all times comply with K.S.A. 8-1103 and amendments thereto;
- (17) (q) The owner of a vehicle towed shall have access to any personal property in such vehicle for 48 hours after such vehicle has been towed and such personal property shall be released to the owner or as otherwise required by state law;
- (18) (r) Shall accept, at no additional fee, credit card, debit card or cash payments for any towing, storage or other fees and costs due from the owner of the vehicle for emergency wrecker service;
- (19) (s) Upon request by any law enforcement officer, or the owner of a vehicle to be towed, the emergency wrecker operator shall provide proof of a valid and unexpired emergency wrecker service operator's certificate issued pursuant to this chapter."

SECTION 6. Section 3.49.215 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Operator's certificate required.

It shall be unlawful for any person to report for and make an emergency wrecker tow unless the operator of the wrecker shall have in their possession an operator's certificate issued under the provisions of this chapter."

SECTION 7. Section 3.49.220 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Emergency wrecker service operator.

- Any person who owns an emergency wrecker company as defined by this chapter, or any employee of such company who reports for and makes an emergency wrecker tow within the city shall:
  - (a) Be 18 years of age or older;
  - (b) Be a person of good moral character; and
  - (c) Possess an operator's certificate."

SECTION 8. Section 3.49.225 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Qualifications for emergency wrecker services operator certificate.

Each applicant for an operator's certificate shall undergo an investigation by the Chief of Police to determine if an operator's certificate will be issued. An operator's certificate shall not be issued to any person who:

- (a) Made false or misleading statements of fact in the application;
- (b) Within five years of the date of application had an operator's certificate revoked;
- (c) Is now registered as a sex offender with any state;
- (d) Within five years preceding the date of the application has been found guilty of, pleaded guilty to, pleaded nolo contendere to or been convicted of a federal, state or local law of any city for leaving the scene of a motor vehicle accident or driving under the influence of alcohol or drugs, or
- (e) Within five years preceding the date of application has been found guilty of, pleaded guilty to, pleaded nolo contendere to or has been convicted of a felony."

- SECTION 9. Section 3.49.230 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Application for emergency wrecker operator's certificate.
  - (a) Filing. Every person desiring to report for an emergency tow within the city shall file with the City Treasurer a written application for an operator's certificate.
  - (b) Application form. The application for an operator's certificate shall be made upon a printed form to be provided by the City Treasurer and shall request the following information and such other information as may be deemed proper by the City Treasurer:
    - 1. The name, residential address, telephone number and date of birth of the applicant;
    - 2. The applicant's drivers' license number and state of issuance;
    - 3. The number of times, dates and places within the preceding five years the applicant has been arrested or convicted for traffic violations, driving under the influence of alcohol or drugs and/or leaving the scene of an accident;
    - 4. Whether the applicant has been convicted of a felony within the preceding five years;
    - 5. Whether the applicant is required to register as a sex offender with any state;
    - 6. The business name, address and telephone number of the emergency wrecker company for which the applicant is employed;

7. Verification by a licensed emergency wrecker company that the applicant is a current employee of the licensed company at the time of submission of the application."

SECTION 10. Section 3.49.235 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Investigation.

After a complete and fully executed application for an operator's certificate has been filed with the City Treasurer, the Chief of Police shall cause the application to be investigated."

SECTION 11. Section 3.49.240 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Fee.

The operator's certificate shall not be issued or renewed until the fee for such certificate shall have been paid. A fee of \$50.00 shall be assessed by the City Treasurer.

A non-refundable fee of \$25.00 will be assessed to the applicant to defray the cost of investigation and the application process."

SECTION 12. Section 3.49.245 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Granting or denial; appeals.

- (a) After completing the investigation, the Chief of Police shall determine whether an operator's certificate shall be granted to the applicant.
- (b) The Chief of Police's grant or denial of an application for an operator's certificate or the renewal thereof shall be based on information provided in the application as well as the results of the background investigation. In addition to the qualifications set for in this chapter, the Chief of Police shall consider any cause that may exist for suspension or revocation of a

certificate as set forth in this Code in the determination of the renewal of an operator's certificate. Within ten days after issuance of notice by the Chief of Police of the denial of any application, the applicant may submit a written request for a hearing before the City Council regarding the Chief of Police's denial."

SECTION 13. Section 3.49.250 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Expiration and Transferability of Certificate.

- (a) All operators' certificates shall be valid for two years from the date of issuance.
- (b) No certificate issued under the provisions of this chapter shall be transferable from one individual to another; or by an individual from employment by one emergency wrecker service company to employment with another emergency wrecker service company;
- employed by more than one emergency wrecker service company,

  however, no additional permit will be issued without written authorization

  from all emergency wrecker service companies with which the individual

  is or seeks to be permitted. The fee for an additional permit shall be as set

  forth in Section 3.49.240."

SECTION 14. Section 3.49.255 of the Code of the City of Wichita, Kansas is hereby created to read as follows: **"Renewal.** 

An operator's certificate may be renewed by the City Treasurer in accordance with the requirements of Section 3.49.230 upon a written application on a form provided by the City Treasurer."

SECTION 15. Section 3.49.260 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Certificate.

An appropriate certificate shall be furnished to each operator by the City

Treasurer, showing their name, name of licensed emergency wrecker service company,

license number and the years for which the certificate is valid. Every emergency wrecker services operator, while on duty, shall have the certificate in their possession at all times."

SECTION 16. Section 3.49.265 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Suspension or revocation of certificate.

- (a) Any false statement or misrepresentation of a material fact, made by an applicant for the purpose of securing an operator's certificate, or any renewal thereof, shall be deemed good and sufficient cause for refusal to grant, or, if granted, for revocation or suspension of a certificate."
- (b) Every holder of an operator's certificate issued under this code shall comply with all city, state and federal laws. Failure to do so will justify suspension or revocation of the certificate by the Chief of Police.
- (c) An operator's certificate may be suspended or revoked at any time the certificate holder becomes ineligible to hold the certificate pursuant to the

- requirements set forth in this chapter or for a violation of the requirements of this Chapter which are applicable to emergency wrecker service operators.
- (d) The Chief of Police shall provide written notice of the intent to revoke, suspend or deny an operator's certificate by personal service or by certified mail, return receipt requested. The notice shall be sent to the mailing address of the licensee on file with the City Treasurer. The notice shall provide the effective date of the revocation or suspension of the certificate. Such notice shall detail the reasons or basis for the revocation, denial, or suspension of the certificate. No revocation or suspension shall be imposed on less than five days' notice to the licensee, and shall specify the rights of the licensee to appeal any such denial, revocation or suspension."

SECTION 17. Section 3.49.270 of the Code of the City of Wichita, Kansas is hereby created to read as follows: "Appeal procedure.

- (a) Any applicant or licensee aggrieved by the denial, suspension,

  modification, revocation or imposition of additional conditions, of an

  operator's certificate may file with the City Clerk a written notice of

  appeal to the City Council within ten (10) business days of the decision by

  the Chief of Police or his/her designee. The Notice of Appeal shall

  specify:
  - 1. The name and address of the appellant;
  - 2. The date of application;

- 3. The date of the denial, suspension, modification, revocation or imposition of additional conditions of the operator's certificate;
- 4. the factual basis for the appeal.
- (b) Upon receipt of a complete and timely filed Notice of Appeal, the City

  Clerk shall schedule a hearing before the City Council, no later than thirty

  days from the date of the filing of the Notice of Appeal with the City

  Clerk. Any appeal shall stay the suspension, modification or revocation of the certificate until the matter is heard by the City Council.
- (c) The City Council may approve the denial, suspension, modification,

  revocation, or imposition of additional conditions, overrule the denial,

  suspension, modification, revocation or imposition of additional

  conditions or modify the decision of the Chief of Police.
- (d) In any hearing before the City Council pursuant to this section, a certified copy of a conviction from any local, state, or federal court for any violation is prima facia evidence of such violation of the provisions of Section 3.30.090 of the Code of the City of Wichita.
- (e) The Council's decision may be appealed to the Eighteenth Judicial District

  Court of the State of Kansas pursuant to K.S.A. 60-2101 and any

  amendments thereto. Any such appeal to the District Court shall not stay

  the denial, revocation, modification or suspension of the operator's

  certificate by the City Council."

SECTION 18. Section 3.49.275 of the Code of the City of Wichita, Kansas is hereby created to read as follows: **"Penalty for violation."** 

Every person who is convicted of violating any of the provisions of this Chapter shall be guilty of a misdemeanor and shall be punished by a fine of not more than \$500, or by six months' imprisonment, or by both such fine and imprisonment."

SECTION 19. The originals of Sections 3.49.030, 3.49.100, 3.49.110, 3.49.130 and 3.49.140 are hereby repealed.

SECTION 20. This ordinance shall be included in the Code of the City of Wichita, Kansas, and shall be effective on January 1, 2015, upon its passage and publication once in the official city paper.

PASSED by the governing body of	f the City of Wichita, Kansas, this
, 2014.	
	Carl Brewer, Mayor
ATTEST:	
Karen Sublett, City Clerk	
Approved as to Form:	
Sharon L. Dickgrafe	

Interim Director of Law and City Attorney

#### City of Wichita City Council Meeting November 4, 2014

**TO:** Mayor and City Council

**SUBJECT:** Quarterly Financial Report for the Quarter Ended September 30, 2014

**INITIATED BY:** Department of Finance

**AGENDA:** New Business

**Recommendation:** Receive and file the Quarterly Financial Report.

**Background:** The Finance Department prepares quarterly unaudited financial reports to monitor and review the financial activities of the operating and capital funds. The report is presented to provide the City Council and citizens with information that will assist in making informed decisions. The report is available on the City's website. Citizens may obtain a printed copy by contacting the Department of Finance at 268-4651.

<u>Analysis:</u> Comparisons of budgeted amounts to actual revenue and expenditures are provided for each operating fund. In addition, financial statements prepared on an accrual basis are presented for enterprise, internal service and pension trust funds, consistent with generally accepted accounting principles. The Quarterly Financial Report may not reflect all the transactions and adjustments that relate to activities through September 30, 2014.

Financial highlights are summarized beginning on page iii, with financial statements beginning on page 1. Supplementary information, including information on the performance of invested funds, capital projects currently underway, and a quarterly summary of disadvantaged and emerging business activity is presented in the final section of this report.

<u>Financial Considerations:</u> The Director of Finance will provide a financial overview at the City Council meeting.

**Legal Considerations:** There are no legal considerations.

**Recommendations/Actions:** It is recommended that the City Council receive and file the Quarterly Financial Report for the quarter ended September 30, 2014.

**Attachment:** Quarterly Financial Report

## City of Wichita City Council Meeting November 4, 2014

**TO:** Mayor and City Council

**SUBJECT:** City of Wichita Pedestrian Master Plan

**INITIATED BY:** Wichita-Sedgwick County Metropolitan Area Planning Department

**AGENDA:** New Business

**Recommendation:** Endorse the Wichita Pedestrian Master Plan.

**Background**: The City of Wichita Pedestrian Master Plan is a 10-year guide for how the City of Wichita should improve conditions for walking. The Plan includes a vision, goals, actions, priorities, design guidance, and performance measures.

On April 16, 2013, the City Council approved a Wichita Bicycle and Pedestrian Projects Memorandum of Understanding (MOU) with the YMCA, acting as the fiscal agent for the Health and Wellness Coalition of Wichita. The MOU's purpose is to support projects that make it easier, safer, and more convenient for people to walk and bike within the City. The projects identified in the MOU included the creation of a pedestrian master plan. On May 14, 2013, the City Council approved the selection and contract with Toole Design Group to undertake the preparation of the Plan.

Over the last year, a Steering Committee of volunteers and agency representatives has worked closely with a Technical Advisory Committee comprised of City staff members, and the community at-large to create a plan that meets the needs of our community. There have been many different public input opportunities related to the Plan, including 11 Steering Committee meetings; two open house events, and 11 focus groups/listening sessions. Individuals have also had opportunities to provide comments online through an online survey, interactive mapping tool, and on the Activate Wichita Pedestrian Plan topic.

During August and September 2014, the Plan was presented to the following advisory boards and the planning commission.

- All six DABs, the Wichita Bicycle and Pedestrian Advisory Board, and the Wichita Transit Advisory Board recommend that the City Council endorse the Plan as presented.
- The Wichita-Sedgwick Access Advisory Board recommended that the City Council adopt the Plan, provided that the Sidewalk Ordinance be amended such that: "Sidewalk must be installed or rehabilitated when any street is constructed, reconstructed, resurfaced, or restored. If sidewalk is not to be installed or rehabilitated, any waiver of the installation of the sidewalk must be by a separate vote of the City Council."
- The Wichita-Sedgwick County Metropolitan Area Planning Commission recommended that the City Council adopt the Plan, subject to the addition of text to the plan emphasizing that the design guidance is for City of Wichita public projects and not a requirement for private developments.

Based on the feedback received from the advisory boards and planning commission, the Plan draft has been updated to include text that emphasizes the design guidance is not a requirement and intended only for the City of Wichita public projects. Please see the attachment Wichita Pedestrian Master Plan

November Revisions for a listing of the revisions to the plan following the reviews by the advisory boards and commission.

**Analysis:** The Plan includes the following three goals.

- Goal 1: Provide a safe and welcoming pedestrian network
- Goal 2: Improve community accessibility and connections for pedestrians
- Goal 3: Promote a citywide culture of walking

In order to accomplish the goals, the Plan contains strategic recommendations for improvements split into the following categories: Engineering, Encouragement, Education, Enforcement, Maintenance and Construction, and Plan Implementation.

#### **Engineering**

The Plan includes recommendations for physical changes through: 1) design guidance; and 2) processes and programs. The design guidance illustrate best practices – with graphics, photo examples, descriptions, benefits, and the crash reduction factors. The Plan does not include a map with recommendations for specific improvements. Instead, it recommends processes and programs that can be used to identify improvements based on strategic priorities (i.e. walking routes that can be used to identify specific improvements like crosswalks, sidewalks, etc.).

Encouragement; Education; Enforcement; Maintenance and Construction; and Plan Implementation The Plan includes recommendations for nine (9) strategies with related actions related to the non-Engineering category improvements. A listing of the strategies is included in the executive summary.

#### **Prioritization and Funding**

Recommendations within the Plan can be scaled up or down depending on available resources. Many of the recommendations are for activities that the City already does (i.e. crosswalks, intersections, etc.) The Plan contains planning level cost estimates for typical pedestrian treatments, and information on a variety of local, federal funding sources. The Plan also includes information to assist with establishing priorities, because resources and timing don't generally allow for every initiative to be undertaken at once.

<u>Financial Considerations</u>: No funding is attached to the Plan, and endorsement by the City Council does not involve any commitment by the City for future funding. It is a future guide for pedestrian related infrastructure, policies, and programs. Any funding to implement the Plan will need to be initiated through one or more separate processes.

<u>Recommendations/Actions</u>: It is recommended that the City Council adopt a resolution endorsing the Wichita Pedestrian Master Plan and authorize the necessary signatures.

#### **Attachments:**

- City Council resolution endorsing the Wichita Pedestrian Master Plan
- Wichita Pedestrian Master Plan Executive Summary
- Wichita Pedestrian Master Plan, November 2014
- Wichita Pedestrian Master Plan November Revisions
- DAB I 8/4/2014 Minutes
- DAB II 8/5/2014 Minutes
- DAB III 8/6/2014 Minutes
- DAB IV 8/4/2014 Minutes
- DAB V 8/18/2014 Minutes
- DAB VI 8/4/2014 Minutes
- Wichita-Sedgwick County Access Advisory Board Minutes 8/17/2014
- Wichita Transit Advisory Board 8/15/2014 Minutes
- Wichita Bicycle and Pedestrian Advisory Board 9/8/2014 Minutes
- Wichita-Sedgwick County Metropolitan Area Planning Commission 10/9/2014 Minutes

#### **RESOLUTION NO. 14-317**

### A RESOLUTION ENDORSING THE WICHITA PEDESTRIAN MASTER PLAN

- **WHEREAS**, walking is the most fundamental and equitable form of human transportation; and
- **WHEREAS**, the City of Wichita works to make the best use its public streets and paths to move people and goods; and
- **WHEREAS**, the City of Wichita has an opportunity to improve health and to provide a variety of viable transportation options including walking; and
- **WHEREAS**, multiple citizen surveys have shown a desire for improvements related to walking in Wichita, the most recent being the 2012 National Citizen Survey which reported that the satisfaction of Wichita residents with the ease of walking in the city is "much below" the satisfaction of residents in comparable cities; and
- **WHEREAS**, the City Council of the City of Wichita recognizes the importance of creating a collaborative vision and long-term plan for improving the conditions for walking in Wichita; and
- WHEREAS, the City of Wichita has hosted numerous events and meetings to gather input on the Wichita Pedestrian Master Plan, including two open house events, an online survey; and presentations to the district advisory boards, Wichita Transit Advisory Board, Wichita-Sedgwick County Access Advisory Board, and Wichita-Sedgwick County Metropolitan Area Planning Commission, and neighborhood organizations; and
- **WHEREAS**, the Wichita Pedestrian Master Plan represents the culmination of that civic planning process; and
- **WHEREAS**, the Wichita Pedestrian Master Plan has established a strategy for increasing the amount of walking in Wichita by 50 percent, while reducing the rate of fatal crashes involving pedestrians by one-third.

## NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

- **Section 1**. The City Council of the City of Wichita endorses the Wichita Pedestrian Master Plan.
- **Section 2**. The City of Wichita shall use the recommended design concepts and street improvements contained in the Wichita Pedestrian Master Plan as guidance in future planning and decision-making regarding public infrastructure investments, operations, and policies.

<b>ADOPTED</b> by the governing body of the City of Wichita, Kansas, this 4 <sup>th</sup>	day of
November, 2014.	

#### CITY OF WICHITA, KANSAS

	Carl Brewer, Mayor	
ATTEST:		
Karen Sublett, City Clerk (SEAL)		
Approved as to Form:		

# EXECUTIVE SUMMARY A STATE OF THE STATE OF TH

The Wichita Pedestrian Master Plan (Plan) is a guide for how the City of Wichita can improve conditions for walking over the next 10 years. Wichita residents have indicated a desire to improve conditions for walking, and especially to make needed safety improvements. Wichita residents currently walk for 1.3 percent of trips to work, yet pedestrians account for 16.8 percent of traffic fatalities in the city. In addition to a desire for safety improvements, Wichita residents shared the following perspectives about the Wichita pedestrian environment:

- » Twenty six percent of residents in the region felt that the lack of safe and accessible sidewalks and other pedestrian facilities was currently a problem and a further 26 percent felt it is an emerging problem.<sup>2</sup>
- » Improving safety on roadways ranks second out of 16 priority options for roadway improvements for residents in the region.<sup>2</sup>
- » Nearly 93 percent of survey participants agree or strongly agree that Wichita should help seniors, those who are disabled, and low-income residents meet their transportation needs.<sup>3</sup>
- » Forty five percent of citizens rated walking conditions in Wichita as "good" or "excellent." When compared to other cities of its size, Wichita is considerably below the national benchmark.
- » Sidewalk maintenance was rated a 40 out of 100, much below the nationwide benchmark.<sup>4</sup>
- » The most popular recreational activities in Wichita include: walking for pleasure (#1), dog walking (#4), and nature walks (#9).<sup>5</sup>
- » Residents want to be able to walk to Wichita parks and want help finding their way to trails. <sup>5</sup>

<sup>&</sup>lt;sup>1</sup> Alliance for Biking and Walking. "Bicycling and Walking in the United States: 2014 Benchmarking Report." 2014.

<sup>&</sup>lt;sup>2</sup> WAMPO Household Travel Survey. 2010 - 2011.

<sup>&</sup>lt;sup>3</sup> Wichita-Sedgwick County Community Investments Plan Community Survey. 2013

<sup>&</sup>lt;sup>4</sup> National Citizen Survey. 2012.

<sup>&</sup>lt;sup>5</sup> Wichita Parks, Recreation and Open Space Plan Survey. 2007.

This Plan presents an opportunity for the City of Wichita to build on what residents already find to be valuable community assets, while continuing to improve the pedestrian environment for all users of the transportation system. Walking is the most basic form of transportation. Improving the pedestrian environment – the "walkability" of a place – can result in significant improvements in the public health, safety, and the economic well-being of a community.

#### PUBLIC INPUT AND THE PLANNING PROCESS \_\_

This Plan reflects public input received throughout the planning process. This included numerous opportunities and different formats for stakeholders to provide input, including: Steering Committee meetings; two (2) public open house events; multiple listening sessions; an online survey; and an online interactive map. Ultimately, the planning process was guided by a Steering Committee of Wichita citizens and stakeholders who were assisted by a Technical Advisory Committee comprised of City staff.

One overarching theme from the public input was a desire to improve conditions for walking in Wichita and make it safer for all pedestrians. Stakeholders emphasized the need to improve the pedestrian network for seniors and children. Making and enhancing connections between and within neighborhoods was also strongly desired. The Vision, Goals, Strategies, and Actions were developed to reflect the public input.

#### THE WICHITA PEDESTRIAN PLAN VISION AND GOALS \_\_

#### The Wichita Pedestrian Vision

By 2024, the City of Wichita will be a pedestrian friendly community and a place where walking is an easy choice in all people's daily lives. Wichita residents and visitors will have access to high quality and safe walking environments that connect all neighborhoods, destinations, and other modes of transportation, while contributing to a stronger, healthier, and more vibrant Wichita.

#### Goals

#### Goal 1: Provide a safe and welcoming pedestrian network

Improving safety for all roadway users is essential to creating a pedestrian-friendly community.

Performance Measure Target: Reduce the pedestrian fatality rate by one third over the next 10 years.

#### Baseline:

» The Bicycling and Walking in the United States 2014 Benchmarking Report reports the 2009-2011 Pedestrian Fatality Rate for Wichita at 16.8. Pedestrian Fatalities per 10,000 daily pedestrian commuters is calculated by dividing the average number of annual pedestrian fatalities from crashes with motor vehicles (obtained from KDOT data) by the estimated average annual number of commuters walking to work (obtained from U.S. Census American Community Survey three year estimate) - divided by 10,000.6

<sup>&</sup>lt;sup>6</sup> Alliance for Biking and Walking. "Bicycling and Walking in the United States: 2014 Benchmarking Report." 2014.



#### Goal 2: Improve community accessibility and connections for pedestrians

Reducing barriers to transportation by building network connections will make the walking environment in the City of Wichita more accessible to everyone.

Performance Measure Target: Increase the amount of walking in Wichita by 50% over the next 10 years.

#### Baselines:

- » The U.S. Census Bureau 2010-2012 American Community Survey 3-Year Estimates reports that walking is the primary means of transportation to work for 1.3 percent of Wichita resident workers age 16 and over.
- » The 2013 WAMPO bicycle and pedestrian counts conducted for two hour periods on a weekend and a weekday reported 724 pedestrians counted at count locations in Wichita.

#### Goal 3: Promote a citywide culture of walking

Providing a citywide environment where walking is available as a comfortable everyday option provides the population of Wichita with more transportation and recreation options.

Performance Measure Target: Increase the percentage of survey respondents rating ease of walking in Wichita as "excellent or good" to at least 60 percent.

#### Baseline:

» As part of the 2012 National Citizen Survey, 45 percent of Wichita survey respondents rated the ease of walking in Wichita as "excellent" or "good."





The following ten strategies are recommended for implementation over the next 10 years to achieve the goals and realize the vision of this Plan.

#### Strategy 1 - Implement the Design Guidance Included in Chapter 7 of this Plan

Following a set of comprehensive design guidlines can provide consistent, useful direction to practitioners help reduce crashes, improve access, create a better walking environment, and set consistent expectations for pedestrians. This strategy recommends that the City incorporate this Plan's design guidance into City guidelines, projects and review processes.

#### Strategy 2 - Create a Marked Crosswalk Policy

It is recommended that the City develop a policy to help formalize a consistent approach for marked crosswalks. This will help improve safety and set consistent expectations for all street users. It is also recommended that the City review and update existing marked crosswalks.

#### Strategy 3 - Focus Pedestrian Improvement Resources on Improving Safety at Intersections

Crashes involving pedestrians and motor vehicles typically occur at intersections. Focusing resources on improving the design of intersections is the single best way to reduce the number of crashes and injuries involving pedestrians. It is recommended that the City identify high priority intersections for improvements and include pedestrian safety as a factor in capital projects selection processes.

#### Strategy 4 - Provide Sidewalks along Arterial Streets

It is recommended that the City continue to install sidewalks along arterial streets, and that the City utilize a prioritization process to ensure that new sidewalks are in locations that will have the greatest benefit to the community.

#### Strategy 5 – Improve Pedestrian Infrastructure near Senior Centers, Housing and Destinations

Seniors are encouraged to walk to maintain and promote health, independence, and social interaction. At the same time, the percentage of pedestrian fatalities that involve seniors is

disproportionately high compared to their representation in the general population.<sup>7</sup> It is recommended that the City work with other community partners to respond to requests for improvements along senior walking routes.

#### Strategy 6 – Improve Safety by Improving Pedestrian Infrastructure near Schools

It is recommended that the City work with other community partners to identify school walking routes and identify improvements. It is also recommended that the City continue its support of school districts to upgrade school curbside management plans that make it safer to walk to school.

#### Strategy 7 – Make Maintenance of Pedestrian Infrastructure a Priority

The City already has a significant network of sidewalks and pedestrian infrastructure. Maintaining the existing pedestrian infrastructure is necessary to improve pedestrian safety, encourage more walking, and save money by increasing facility life. It is recommended that the City review and update the process for identifying and prioritizing pedestrian maintenance needs and improve the way that people can report concerns regarding pedestrian facility maintenance.

#### Strategy 8 - Plant and Maintain Street Trees

It is recommended that the City continue providing trees along roadways by incorporating street trees in capital projects, and seek funding/partnerships to maintain existing and new street trees.

#### Strategy 9 – Support Efforts to Encourage Walking to School and Safety Education

Walking provides freedom and independence to younger populations. It is recommended that the City continue to support partner organizations to encourage and support participation in national "Walk to School Day."

#### Strategy 10 – Monitor and Update the Implementation Plan

It is recommended that the City create an annual work plan and develop an annual progress report. It is also recommended that the City provide training and adequate staffing to implement this Plan.





<sup>&</sup>lt;sup>7</sup>US Department of Transportation National Highway Traffic Safety Administration. "Traffic Safety Facts." 2012.

Apart from the "Top 10" strategies recommended for implementation over the the next 10 years, there are a number of longer-term strategies that should also be considered including those listed below:

- » Strategy 11– Make Area-Specific Pedestrian Improvements
- » Strategy 12 Improve Pedestrian Access to Buildings
- » Strategy 13 Improve Pedestrian Connections to Transit
- » Strategy 14– Encourage Walking for Fun, Health, and Transportation
- » Strategy 15 Provide Pedestrian Wayfinding
- » Strategy 16 Support Safety Education Programs that Focus on Changing Pedestrian, Bicycle and Motorist Behavior
- » Strategy 17– Develop Enforcement Strategies that Focus on Changing Pedestrian and Motorist Behaviors that Cause Crashes
- » Strategy 18 Maintain Pedestrian Access During Construction

#### **MAKING PROGRESS —**

An essential part of this plan is establishing a process for evaluating progress and adjusting annual work plans to react to identified priorities. Maintaining an annual work plan and progress report can be important to help achieve year to year progress. It can also be important to have a clear understanding of the costs of pedestrian infrastructure, and to identify potential infrastructure and program funding sources.

#### Annual Work Plan and Implementation Progress Report

Establishing a process for setting short-term targets, ensuring accountability, and celebrating successes can be one of the best ways to make progress implementing this Plan over the next 10 years.



An annual implementation work plan can be used to focus attention on areas identified as lacking, be a mechanism to look for opportunities to take advantage of public and private projects, and a chance to reconsider how resources are being allocated. It should identify annual performance targets for implementation of this plan. A draft 2014-2015 Annual Implementation Work Plan is provided as Appendix G.

To monitor the progress of implementation, a progress report should be prepared on an annual basis. This document should illustrate progress relative to the goals and performance measures expressed in this plan, and provide an opportunity to celebrate major accomplishments. The progress report should be geared toward the public as the primary audience, but can also be used by the Bicycle and Pedestrian Advisory Board and the City Council as they review progress and recommend future actions.



Figure I: Pedestrian Plan Implementation

#### *Infrastructure Costs & Potential Funding Sources*

The cost of pedestrian infrastructure varies by location depending on many factors. However, a general sense of the scale of these costs is important for planning and project development. Chapter 5 provides additional information on planning level cost estimates for pedestrian infrastructure. The cost estimate information should only be used for planning level estimates and not for determining actual bid prices for a specific infrastructure project. Cost estimates can be refined as a potential project moves from planning to design and construction. The figure below illustrates how the cost estimates are refined as a project moves through the design process.

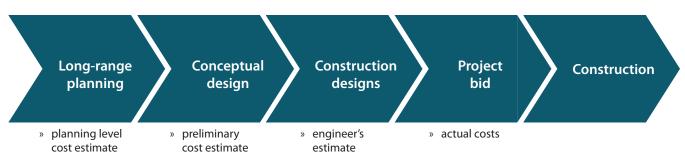


Figure II: Cost Estimates for Planning and Design Phases

Pedestrian projects and programs can be developed either as stand-alone projects or as part of other projects through routine accommodation (e.g. including a crosswalk as part of a repaving project), which generally costs less compared to undertaking a project separately.

Table I: Pedestrian Projects Funding Sources Summary Matrix

	Local		Federal							Other		
Project Type	RA	BGT	CIP	STP	HSIP	402	NHPP	CMAQ	RTP	TAP	P/P	C/R
Pedestrian Plan		Х		Х								
Paved Shoulders	х		Х	Х	Х		Х	Х		Х		
Shared Use Path/Trail	х		Х	Х	Х		Х	Х	Х	Х		
Spot Improvement Program	Х	Х	Х	Х	Х			Х		Х		Х
Maps		Х		Х		Х		Х		Х		
Sidewalks, new or retrofit	Х	Х	Х	Х	Х		Х	Х		Х		Х
Crosswalk, new or retrofit	х	х	Х	Х	Х		Х	Х		Х		Х
Trail/Highway Intersection	х	х	Х	Х	Х		Х	Х	Х	Х		
Signal Improvements	х	х	Х	Х	Х		Х	Х		Х		Х
Curb Cuts/Ramps	х	х	Х	Х	Х		Х	Х		Х		Х
Traffic Calming	х	х	Х	Х	Х					Х		Х
Coordinator Position		Х						Х				
Safety/Education Position		Х		Х		Х				Х		
Police Patrol		Х				Х				Х		
Safety Brochure/Book		Х		Х		Х		Х	Х		Х	
Training		Х		Х		Х		Х	Х		Х	
Technical Assistance		Х		Х				Х		Х	Х	

**RA** = Routine Accomodation

**BGT** = Budget

**CIP** = Capital Improvement Program

**STP** = Surface Transportation Program

**HSIP** = Highway Safety Improvement Program

**402** = State and Community Highway Safety Program, Section 402

**NHPP** = National Highway Performance Program

CMAQ = Congestion Mitigation and Air Quality Improvement Program

RTP = Regional Trails Program

**P/P** = Public Private Partnerships

**C**/**R** = Private Construction

There are a variety of funding sources that can be used to fund pedestrian projects. The following matrix summarizes funding opportunities and the types of projects or programs they can support:

#### **Project Prioritization**

Local plans and existing guidelines related to walking were reviewed. Comparison communities were also contacted for perspective on how pedestrian issues are addressed. This information helped to provide context for pedestrian related policies and conditions in Wichita.

Establishing implementation priorities is important because resources and timing generally don't allow for every project and improvement to be undertaken at once. It can be challenging for a community to decide which projects to implement first and which to defer. A structured process to prioritize projects with respect to the Pedestrian Plan's goals can help in this decision making process. The following criteria are suggested for prioritization (see Chapter 3):

» Does it improve pedestrian safety at priority intersections?

- » Does it serve students?
- » Does it serve the senior population?
- » Does it fill in a gap in the existing system?
- » Is it on a Safety Corridor?
- » Is it on a transit route?
- » Does it connect to retail / service destinations?
- » Does it connect to a public park or public amenity?
- » Does it address a public concern?

#### **DESIGN TREATMENTS \_**

Design treatments are intended to guide the design and construction of pedestrian facilities. The Plan proposes best practice for 30 pedestrian design treatments (Chapter 7). Each treatment includes a definition, the benefits of applying the treatment, design considerations, the crash reduction factor, a photo example, a graphic showing design best practices, and additional resources. The project team reviewed existing City and State design guidance and incorporated the latest national research into the recommendations.

The pedestrian design treatments suggested address roadway crossings, intersection geometry, and traffic calming. For example, roadway crossing treatments include detailed information on marked crosswalks, crossing islands, and mid-block crossings. Similarly the intersection geometry section in Chapter 7 is focused on best practices to make intersections safer for all modes, and incorporates detailed information on elements such as curb ramps and extensions and right turn slip lanes.









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Official Document
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####

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Appendix C: Peer City Survey

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Appendix G: Draft Annual Work Plan

Appendix H: Prioritization Checklist

Appendix I: Policy Considerations for Design Treatments

Appendix J: Pedestrian Collision Data



### **Executive Summary** insert here.

# CHAPTER 1 Why Walkability? Why a Pedestrian MasterPlan?



### INTRODUCTION \_

Walking is our oldest and most basic form of transportation – one that maintains our individual health, and contributes to the overall livability of our cities and towns. The Wichita Pedestrian Master Plan (Plan) comes at an important time for the City of Wichita (City) to address pedestrian issues. According to the 2012 National Citizen Survey, 45 percent of Wichita residents rated the ease of walking in their community as "excellent" or "good." This rating was much below other cities with similar populations. Wichita residents currently walk for 1.3 percent of trips to work, yet pedestrians account for 13.8 percent of traffic fatalities in the city.<sup>1</sup>

This Plan presents an opportunity for the City to build on what residents already find to be valuable community assets, while continuing to improve the pedestrian environment for all users of the transportation system.

This introductory chapter provides background on the importance of walkability, a summary of the process followed in developing the Plan, as well as a summary of policies and practices that influence its development.

### WHY WALKABILITY? \_\_

Everyone is a pedestrian at some point in their journey. Improving walkability can result in

significant improvements for the public health, safety, and the economic well being of a community. In recent decades, a large body of research has strengthened the understanding of the benefits of walking.

Walking is an essential means of transportation for people who are not able to drive. Approximately 13 percent of people in the U.S. who are sixteen years of age or older do

There are a host of good reasons for our citizens to get outside and walk or bike. Having good infrastructure will encourage citizens to get outside and attract new folks to our area. It has a definite, positive, economic, impact.

<sup>&</sup>lt;sup>1</sup> Alliance for Biking and Walking. "Bicycling and Walking in the United States: 2014 Benchmarking Report". 2014.

 $<sup>^{\</sup>rm 2}$  US Deptartment of Transportation. Natinoal Household Travel Survey. 2013.

not drive.<sup>2</sup> This figure includes persons with temporary or permanent disabilities, those who cannot afford to drive, seniors, or those who have chosen to travel by other modes. In addition, according to the 2010 US Census, 21.3 percent of the population of Wichita is under the age of 15, and therefore does not drive. Providing safe facilities allows people to maintain independence and reach important destinations such as schools, shopping, services, and social interaction.

### HEALTH\_

Walking is a fundamental form of physical activity and provides substantial health benefits. The American Medical Association (AMA) and Center for Disease Control (CDC) both recommend adults engage in 150 minutes of physical activity per week (or about 20 minutes a day).<sup>3</sup> Numerous health organizations recommend walking for physical activity as it is widely accessible, relatively low impact, and requires no specialized equipment. Walking can be incorporated into daily activities as a means of transportation in addition to being used for recreational purposes. Below are some highlights from recent studies that relate to the importance of walking in Wichita.

- » In 2012, less than half of adults living in the U.S. reported meeting the recommended physical activity requirements and a third reported being physically inactive.<sup>4</sup>
- » Wichita ranked 47th out of the 52 large cities surveyed with respect to the percentage of the population that is getting the recommended amount of physical activity.<sup>4</sup>
- » Walking is the most frequently reported activity among adults who meet physical activity guidelines, as well as for those who do not.<sup>5</sup>
- » Fourteen percent of Wichita residents surveyed indicated that that having parks, recreation services, and open space available to improve the health and wellness of the community was important to them.<sup>6</sup>



<sup>&</sup>lt;sup>3</sup> US Department of Health and Human Services. "2008 Physical Activity Guidelines for Americans." 2008.

<sup>&</sup>lt;sup>4</sup> Alliance for Biking and Walking, "Bicycling and Walking in the United States: 2014 Benchmarking Report." 2014.

<sup>&</sup>lt;sup>5</sup> Kruger, J et al. "Prevalence of Transportation and Leisure Walking among US Adults." American Journal of Preventative Medicine. 2008.

<sup>&</sup>lt;sup>6</sup> City of Wichita. "Wichita PROS Plan Survey Report." 2007.

Increased walking, like any physical activity, can help address many common health problems. The Centers for Disease Control and Prevention indicate that physical activities such as walking can help an individual:

- » Maintain a healthy weight;
- » Prevent or manage various conditions, including heart disease, high blood pressure, type 2 diabetes and some types of cancer;
- » Strengthen bones and muscles;
- » Improve mental health and mood;
- » Improve balance and coordination; and
- » Increase longevity.8

Walking may also be particularly beneficial for senior citizens and children.

- » Regular exercise has been shown to help prevent dementia.9
- » Walking is an excellent way for seniors, especially those who don't drive, to socialize with friends and access local services.
- » In 2010, over one third of children and adolescents in the U.S. were considered overweight or obese.<sup>10</sup> At the same time, there has been a significant decline in walking to school: Only 13 percent of children walk to school, down from 66 percent in 1970.<sup>11</sup> While a decrease in walking to school is not the only cause of childhood obesity, regular exercise from walking to school can help reverse this trend.





<sup>&</sup>lt;sup>8</sup> Centers for Disease Control and Prevention. "Physical Activity and Health: The Benefits of Physical Activity." 2011.

<sup>&</sup>lt;sup>9</sup> Tanzi, Rudolph E "The Cure Alzheimer's Fund National Alzheimer's Disease Research Strategy." MassGeneral Institute for Neurodegenerative Disease.

<sup>&</sup>lt;sup>10</sup> Ogden, Cynthia L. et al. "Prevalence of Obesity in the United States 2009-2010." National Center for Health Statistics Data Brief Number 82. Center for Disease Control and Prevention. 2012.

<sup>11</sup> McDonald, MC "Active Transport to School" Trends Among US School Children 1969-2001." American Journal of Preventative Medicine. 2007.

### SAFETY \_

Pedestrians are the most vulnerable road users at the highest risk for injury in the event of a crash involving a motor vehicle. Investing in a connected and well-designed pedestrian network, including sidewalks and roadway crossings, can improve safety for pedestrians. These improvements can also enhance safety for other road users by improving visibility, improving drivers' awareness of their surroundings, and reducing the severity of crashes.

Between 2008 and 2012, there were 424 motor vehicle crashes involving pedestrians reported in Wichita. Of those crashes, 96 percent resulted in an injury to at least one person and four percent resulted in a fatality. A total of 442 people were injured and 18 people were killed over the five year period. In 2014, The Alliance for Biking and Walking released an update to their benchmarking report documenting trends and best practices in

II Sometimes I don't feel safe at intersections and I feel that I have to be hyper vigilant at the intersections because of inattentive or rude motorists. More education of motorists and enforcement of existing laws would be appreciated.

American cities and states. The report states that in cities where a higher percentage of commuters walk (or bicycle) to work, corresponding fatality rates are generally lower. Bicycle and pedestrian fatality rates in Wichita were ranked 29th out of 52 cities surveyed.<sup>13</sup> Finally, according to the 2035 Metropolitan Transportation Plan, 25 percent of all state-wide bicycle and pedestrian crashes occur in the Wichita region and 17 percent of the state population lives in the Wichita region.

### **ECONOMIC** \_

Improving conditions for walking can have a positive impact on the local economy by providing opportunities to reduce household transportation costs, providing access to jobs, and increasing property values. People in the U.S. are expressing a preference to live in neighborhoods with walkable connections to local businesses. According to a 2013 survey, 60 percent of adults in the U.S. favor walkable mixed use neighborhoods, and almost two thirds of adults between 18 and 35 report a desire to drive less if alternative transportation options were available. Providing mixed-use walkable neighborhoods can help Wichita compete nationally to attract new residents.

Walkability can make a significant reduction in household expenditure and increase job opportunities. Transportation costs on average account for 31 percent of household expenditure in Wichita. Cost savings from driving less or not owning a vehicle frees up income which can be used for other household needs and purchases, including local goods and services. In addition, national studies have shown that property values increase approximately \$700 to \$3,000 for each additional point on WalkScore, a widely used tool to measure a community's walkability. A 2014 Harvard University study found that walkable communities that connect residential areas to employment can improve economic mobility.

<sup>&</sup>lt;sup>12</sup> Kansas Department of Transportation. 2013.

<sup>&</sup>lt;sup>13</sup> Alliance for Biking and Walking. "Bicycling and Walking in the United States: 2014 Benchmarking Report". 2014.

<sup>&</sup>lt;sup>14</sup> National Realtors Association 2013 Community Preference Survey.

<sup>&</sup>lt;sup>15</sup> Center for Neighborhood Technology. "Housing and Transportation Affordability Index." 2012.

<sup>&</sup>lt;sup>16</sup> Cortright, J. "How Walkability Raises Home Values in U.S. Cities." CEOs for Cities. 2009.

<sup>&</sup>lt;sup>17</sup> Chetty, R. et al. "Where is the Land of Opportunity? The Geography of Intergenerational Mobility in the United States." Harvard University and the National Bureau of Economic Research. 2014.

Walking has also been shown to have long term cost benefits in the area of public health and health care. Costs associated with obese and overweight adults in the Unites States and Canada are estimated to be approximately \$190.2 billion annually.<sup>18</sup> According to the National Govenor's Association Report on Healthy Living could save \$5.6 billion in health care costs related to obesity if one of every 10 adults started a regular walking program.<sup>19</sup>

Traffic crashes, injuries and deaths have financial consequences for a community as well. The cost of lost wages, productivity, medical expenses, and property damage as a result of motor vehicle crashes are periodically estimated by the Kansas Department of Transportation. In 2015 dollars, KDOT estimated the average cost of a crash resulting in injury or death at \$197,800 per crash.









### WHY THIS PLAN? -

### Residents' Desire

Listening to residents and gathering information about their desires for improving walking in Wichita was critical to the development of this Plan. Overall, there is a growing interest in making Wichita more walkable. Wichita residents indicated that they would like to walk more and that a more walkable Wichita would improve their ability to access destinations such as schools and parks. They also stated that more walkable environments would promote social interactions and lead to more activity in the City. Residents stressed that improving safety for pedestrians should be a priority for the community. Throughout the planning process, residents indicated specific locations and issues where they felt that improvements to the pedestrian environment were needed. The following

<sup>&</sup>lt;sup>18</sup> Cawley J, Meyerhoefer C.The medical care costs of obesity: an instrumental variables approach. Journal of Health Economics. 31(1):219-230. 2012.

<sup>&</sup>lt;sup>19</sup> National Governor's Association Report on Healthy Living. 2011.

information on desired pedestrian improvements was collected from large, statistically-significant surveys conducted at the local and national level.

- » Twenty six percent of residents in the region felt that the lack of safe and accessible sidewalk and other pedestrian facilities was an existing problem and 26 percent felt that it is an emerging problem.<sup>20</sup>
- » Improving safety on roadways ranks second out of 16 priority options for roadway improvements for residents in the region.<sup>20</sup>
- » Nearly 93 percent of survey participants agree or strongly agree that our community should help seniors, those who are disabled, and low-income residents meet their transportation needs.<sup>21</sup>
- » Forty five percent of citizens rated the ease of walking in Wichita as "good" or "excellent." When compared to other cities of its size, Wichita is considerably below the national benchmark.<sup>22</sup>
- » Sidewalk maintenance was rated 40 out of 100 by Wichita residents, much below the nationwide benchmark.<sup>22</sup>
- » The most popular recreational walking activities include: walking for pleasure, (#1) dog walking (#4), and nature walks (#9).<sup>23</sup>
- » Residents want to be able to walk to Wichita parks and want help finding their way to trails.<sup>26</sup>

An online survey was issued as part of the community outreach effort for this Plan. The survey included three general categories of questions: personal walking behavior, questions related to walking in Wichita, and demographic information. The survey, available between August 23<sup>rd</sup> and October 1<sup>st</sup>, 2013, was filled out by 173 respondents. The survey sample was not statistically significant, but does serve as another tool to learn about residents' desires for the community. Key findings from the survey are summarized below. The full survey report is located in Appendix A.

- » The most common daily walking trips are those two and from a vehicle followed by walking for recreation.
- » When asked what they liked best about walking in Wichita, the highest rated feature was that Wichita sidewalks are generally in good condition.
- » When asked what they would improve related to walking in Wichita, the highest rated improvement was to provide sidewalks on at least one side of most streets.
- » The most reported factor that makes walking in Wichita difficult or unpleasant is the long distances between destinations (work, school, parks, shopping, etc.).
- » More than 85 percent of survey respondents indicated that they feel safe or very safe walking in Wichita.

<sup>&</sup>lt;sup>20</sup> Wichita Area Metropolitan Planning Organization. Household Travel Survey. 2010 - 2011

<sup>&</sup>lt;sup>21</sup> Wichita-Sedgwick County Community Investments Plan Community Survey. 2013

<sup>&</sup>lt;sup>22</sup> National Citizen Survey. 2012

<sup>&</sup>lt;sup>23</sup> Wichita Parks, Recreation and Open Space Plan. 2008

### **Long-term Course of Action**

Improving the pedestrian environment in Wichita requires a long-term investment. This Plan provides a road map of strategies and actions related to engineering, education, enforcement, encouragement, and evaluation to be implemented toward the goal of a more walkable Wichita. The strategies and actions are to be achieved incrementally over time, and this Plan recommends the "top ten" strategies and actions as the priority strategies to be implemented first, followed by several "down the road" strategies and actions (see Chapter 4).

Over the 10-year implementation time frame, updates to this Plan should be undertaken periodically to reflect implementation progress, changes in design standards, as well as changes to City practices and policies. The success of this Plan is contingent on the on-going support, coordination, and cooperation of Wichita residents, city staff, support organizations. Annual work plans and progress reports will help to identify and articulate each year's priorities.

### City-wide Perspective

Pedestrians improvements are important in all parts of the city. This means each neighborhood can be considered for the improvements or programs outlined in this Plan. Instead of focusing on specific locations for specific improvements the Plan provides a toolbox of options to help decision makers make informed decisions. For example, the street typologies (Chapter 2) identify pedestrian infrastructure improvements such as the types of locations where street crossing improvements may enhance crossing busy streets.

### PLANNING PROCESS SUMMARY \_\_\_\_\_

The Plan was developed between May of 2013 and August of 2014 (see Table 1). The consulting firms Toole Design Group and TranSystems were hired to work with City of Wichita staff to undertake a planning process. A Project Team of City staff members and the consultant staff was formed to facilitate this planning process consisting of three phases:

- 1. Data Collection (May 2013-October 2013): the Project Team (Team) gathered information through public meetings and interviews. The Team also reviewed existing city, state and regional plans, City design guidelines, and other documents related to walking and walking infrastructure. The Team analyzed census and pedestrian crash data to better understand existing conditions and needs. See Appendix B for a complete summary of policies and practices.
- 2. Plan Content (November 2013 to May 2014): this phase of the project developed the main components of the Plan: 1) vision, goals, strategies, and actions; 2) best practices in street designs that promote pedestrian safety; 3) a prioritization process to guide City staff in determining which projects to fund and when; and 4) performance measures. These components were developed with guidance from the Technical Advisory Committee and Steering Committee.
- 3. Final Plan and Plan Adoption (May 2014 to August 2014): the Plan was finalized, reviewed and endorsed by City Council on October, XX 2014.

### PROJECT TIMELINE.

Table 1: Project Timeline



### Stakeholder Involvement

Development of this Plan was informed by public and stakeholder input. Tables 2 and 3 provide a summary of public involvement opportunities, and how the input was used to shape the Plan. A compendium of public comments from the online survey, online community map, listening sessions, and public open houses can be found in Appendix A. The Plan draft documents, and the ways in which the public could provide input were announced via the City's website, email blasts, the City's Facebook page as well as media coverage, including an article in the Wichita Eagle and radio announcements on KMUW.

### **Steering Committee**

The steering committee was formed to guide the development of this Plan. Among others, members of the committee included representatives from Wichita Area Metropolitan Planning Organization (WAMPO), Kansas Department of Transportation, USD 259, the Wichita-Sedgwick County Access Advisory Board, and the City Bicycle and Pedestrian Advisory Board.

### **Technical Advisory Committee**

In addition to public engagement the project was overseen and supported by a Technical Advisory Committee (TAC) comprised of City staff from Planning, Public Works, Park and Recreation, Police, Wichita Transit, City Manager's Office, and Metropolitan Area Building and Construction. The TAC members assisted with providing information for the planning process, advising the Steering Committee, and reviewing the Plan documents. Representatives from the departments met with the City's consultant team on a regular basis to discuss policies and practices related to accommodating pedestrians in Wichita. Staff input helped to shape the design treatments, as well as many of the Plan's strategies and actions found in Chapter 4. Near the end of the planning process the Steering Committee and the Technical Advisory Committee convened together to oversee, review, and approve the draft Plan.

Table 2: Stakeholder Involvement: Workshops, Open Houses, and Online Opportunities

Involvement Opportunity	Timeframe	Outcome
Design Workshop	August 2013	TAC, Steering Committee, and local practitioners were invited to attend a day long workshop highlighting street design elements that improve pedestrian safety. Attendees learned about best practices and prioritized treatments to be included in Chapter 7: Design Treatments.
Online Survey	August to October 2013	Comments from the online survey were used to identify strategies and actions and to establish baseline information related to walking in Wichita.
Interactive Map	August to October 2013	Comments were used to identify and evaluate existing conditions, safety corridors and neighborhood typologies presented in Chapter 2.
Public Open House 1	September 2013	Attendees marked-up maps of the city and provided comments on proposed Plan goals and objectives, issues and needs related to walking. Comments provided helped to identify priorities in the plan which informed the plans goals, objectives and actions.
Public Open House 2	May 2014	Attendees reviewed draft Plan content at 8 different stations. Feedback helped to guide the Performance Measures and revisions to the Design Treatments.



A series of listening sessions were held with key stakeholders in July, 2013. Discussions at these 11 meetings informed the Plan's vision, goals, strategies, and actions.

**Table 3:** Stakeholder Involvement: July 2013 Listening Sessions

Listening Session	Outcome	
Wichita Metro Chamber	Attendees provided comments on their interest in: walkability	
of Commerce and Young	of neighborhoods, downtown, and at Wichita State University,	
Professionals of Wichita	outdoor recreation, better sidewalk connections, and better	
	transit connections between walkable neighborhoods.	
Safe Kids	Attendees shared comments regarding: Safe Kids activities	
	and events, concerns about safety issues at specific schools	
	including student drop off areas, data collection, education,	
	funding needs, and Safe Routes to School opportunities.	
Seniors Organizations	Participants discussed issues related to getting more seniors	
	walking as well as barriers to walking, funding, programs, and	
	specific locations throughout the city where improvements	
	could be made.	
City Staff	This meeting included discussions about the existing city	
	ordinance, regulations and requirements for sidewalks and	
	other pedestrian amenities such as Americans with Disabilities	
	Act (ADA), and maintenance needs. The participants discussed	
	the city's funding and budget opportunities related to the Plan.	
Fire Department	Fire department staff discussed the fire code and subdivision	
	access for pedestrians.	
Health Organizations	These groups expressed an interest in walkability considerations	
	for new development, walking access to city parks, walking	
	connections citywide particularly for senior citizens to access	
	amenities, and for children to have safe access to schools. The	
	team also heard an interest in integrating city plans related to	
	walking, messaging ideas for creating a culture of walking, and	
	the importance of collecting good data.	



Table 3: Stakeholder Involvement: July 2013 Listening Sessions (continued)

Listening Session	Outcome
Transit	The discussion focused on existing and future transit facilities and upcoming system changes as well as Wichita Transit's role in making pedestrian improvements.
Downtown Design Group	Attendees discussed existing conditions in Downtown Wichita, as well as the importance of walking and pedestrians to downtown street life. The ways in which the Plan and specific design elements can help to improve the walking environment were also covered.
State and Regional Agency Staff	Participants discussed WAMPO's pedestrian related planning process and existing plans as well as the activities and funding related to walking that the MPO supports and administers.  Participants discussed the relationship between the city, county, and MPO in providing pedestrian facilities, including sidewalks and ADA compliance.
Walking Advocates	Attendees discussed the benefits of walking such as the importance of safety and ways in which it can be improved in Wichita.
Kansas Department of Transportation	The discussion highlighted state programs and funding available to the City of Wichita.

### SUMMARY OF CURRENT POLICIES AND PRACTICES \_\_\_

Local plans and guidelines related to walking were reviewed. Comparison communities were also contacted for perspective on how pedestrian issues are addressed.

### **Applicable Local Plans and Guidelines**

The City has many different policies, practices, and procedures that have a direct impact on the safety and quality of the pedestrian environment. A review of local transportation planning and design documents revealed that these documents can either help or hinder pedestrian travel depends on many different factors, including:

- » The strength of the original policy;
- » The authority of government agencies to implement and enforce the policies;
- » The plan review process;
- » Coordination between different departments and agencies; and
- » Resources available to ensure that policies are implemented and enforced.

Table 4 provides an overview of local plans and guidelines that influence walking and pedestrian infrastructure in Wichita. A comprehensive summary of the existing planning and design context can be reviewed in Appendix B.

Table 4: Local Plans and Guidelines

Plan	Overview
Wichita Parks, Recreation and Open Space Plan	The Wichita Parks, Recreation, and Open Space Plan is a guide for the provision of parks, open spaces, recreation opportunities, and paths/trails by the City of Wichita and Sedgwick County. The plan acknowledges both the need for well-connected recreational walking facilities within parks and also calls for high quality pedestrian facilities to accommodate pedestrian access to parks.
Project Downtown: The Master Plan for Wichita	Project Downtown is the downtown master plan for the City of Wichita. It guides development, and the provision of infrastructure and municipal services. The plan outlines a vision for downtown that enables people to live, work, shop, play, and learn within a short walk. One of the key goals of the plan is to support development that fosters walkable connections.
Wichita Area Metropolitan Planning Organization Pathways Plan	The WAMPO Pathways Plan provides an assessment of existing bicycle/pedestrian facilities and identifies, prioritizes, and recommends future connecting links for bicycle/pedestrian use within the WAMPO planning area including the City of Wichita.
Metropolitan Transportation Plan 2035	The Metropolitan Transportation Plan (MTP) 2035 is the blueprint for all regionally significant transportation projects and activities through 2035. It is a 25 year strategic plan for maintaining and improving mobility within and through the region including allocation of funding for pedestrian related projects.
WAMPO Safety Plan	The WAMPO Safety Plan is guided by the timeline and goals identified in the Metropolitan Transportation Plan 2035. It addresses how safety in the region can be improved and the number of road crashes reduced. It provides information about the type of crashes, how they occurred, and where they were located. This is useful information to identify areas that need special attention when planning for pedestrian accommodation.
Wichita-Sedgwick County Comprehensive Plan	The Wichita-Sedgwick County Comprehensive Plan serves as the overall guide for the City of Wichita and Sedgwick County. It is important for the Wichita Pedestrian Master Plan in many ways, especially because it identifies the 2030 Future Growth Area for the City of Wichita.

Plan	Overview	
WAMPO Safe Routes to School	This plan includes an action plan that identifies and addresses	
(SRTS) Plan	issues that impact student travel behavior within the WAMPO	
	area. The plan also lays out a phased approach to funding the	
	SRTS program from the State of Kansas and other sources.	
Wichita Subdivision Regulations	The Subdivision Regulations specify many elements of the	
	physical environment, including parking and street designs. The	
	regulations includes street layout and design standards that	
	include the provision of sidewalks per street type.	
Wichita Municipal Code	The Wichita Municipal Code of Ordinances contains provisions	
	for pedestrians including traffic regulations and ordinances	
	that influence the design, operation, and maintenance of the	
	pedestrian realm.	
Wichita Bicycle Master Plan	The Wichita Bicycle Master Plan outlines engineering, education,	
	enforcement, encouragement, and evaluation strategies to	
	promote bicycling in Wichita. The plan outlines a priority	
	network of bicycle facilities and also includes detailed design	
	recommendations that accommodate both bicyclists and	
	pedestrians. The plan can be closely tied to the Pedestrian	
	Master Plan when considering multimodal street improvements	
	- improvements for bicycles are often also considered	
	improvements for pedestrians. For example the maps that	
	show intersection improvements for bicycling can also provide	
	guidance for pedestrian improvement locations.	







### PRACTICES IN PEER CITIES -

Agency representatives from five peer cities were interviewed to understand current policies and practices related to walking in comparison communities. Interviews were conducted with city staff in:

- » Kansas City, Missouri;
- » Des Moines, Iowa;
- » Omaha, Nebraska;
- » Oklahoma City, Oklahoma; and
- » Denver, Colorado.

City staff were asked questions related to pedestrian infrastructure, policies, and procedures. A full list of the interview questions and answers can be found in Appendix C. The responses can be used by city staff as a reference during Plan implementation.

The following are key findings from the peer city research:

- » High-visibility crosswalks (e.g., ladder or continental design) are used in areas with higher pedestrian and traffic volumes such as downtowns, schools/universities and hospitals.
- » Midblock crossing locations are carefully reviewed to determine if the crossing is necessary/ warranted. When midblock crossings are installed, they are typically paired with a traffic control device (e.g., HAWK, signal, yield, etc.).
- » Sidewalk requirements have evolved over time to address community desires for equity and connectivity.
- » Cities have variety of sidewalk connectivity and maintenance programs; however, maintenance is generally the responsibility of the adjacent property owner.
- » Aesthetic enhancements (e.g., public art, brick crosswalks, lighting, etc.) are typically funded by special sales taxes/assessments (e.g., business association, special taxing district, etc.) or by private institutions and foundations.









### **EXISTING PEDESTRIAN CONDITIONS \_**

A good understanding of the existing conditions for walking in Wichita is essential to the development of this Plan's recommendations. This chapter summarizes existing infrastructure, demographics, neighborhood structure, and safety issues within the city.

Since its incorporation in 1870, the City of Wichita has grown steadily in population and in size. Figure 1 illustrates the physical development of the community from 1870 to the present and projected to the 2020 growth estimate. The surge in land area size between 1940 and 1960 is evident.

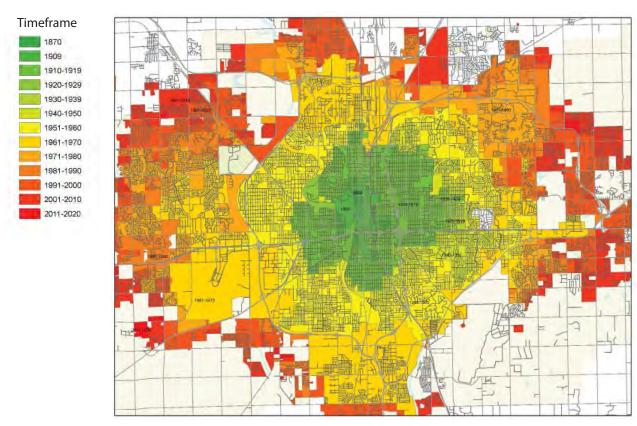


Figure 1: Wichita Growth Map 1870-2020

Some characteristics of the community that influence the pedestrian environment are shown in the following figures. The maps are presented as "heat maps" which highlight the density of a given feature with a color gradient. Red indicates areas of highest density, while blue indicates areas of lowest density.

*Intersection Density (Figure 2):* shows the density of intersections within Wichita. Higher intersection density indicates shorter blocks, which are more conducive to walking. However, intersections also represent points of conflict where pedestrians are more likely to be struck by a motor vehicle.

*Density of Motor Vehicle Crashes Involving Pedestrians (Figure 3):* illustrates the density of pedestrian crashes in Wichita based on crash data provided by KDOT for the years 2008 to 2012.

*Density of Wichita Transit Bus Routes (Figure 4):* transit users generally walk at either end of their trip. There is a strong relationship between the presence of transit and walkability.

*Density of of Persons under 18 and over 65 years old (Figure 5):* illustrates the density of most vulnerable populations, youth and seniors.

Additional heat maps for the following other community characteristics are included in Appendix D. **Overall Population Density** – Population data shows residential density in various neighborhoods in Wichita. Residential density can provide insight into trip origins for both utilitarian and recreational trips.

**Employment Density** – Areas with a higher density of businesses tend to have higher volumes of pedestrian traffic and are likely to benefit from improved walking infrastructure.

**College Density** – Walking is generally more common in and around college campuses due to the higher use of transit and lower car ownership rates among students.

**School Density** – An emphasis on pedestrian safety around school areas can encourage walking to school. School age children are some of the most vulnerable roadway users.

*Park and Community Center Density* – parks and community centers are popular destinations for residents of all ages and should be easily accessible for pedestrians.

If I support the Wichita Pedestrian Master Plan because we need to make Wichita an inviting City to live, work and play! In order to do this we must improve connectivity to our neighborhoods and businesses. In an economy such as ours, walking options would allow the viability of being mobile and staying connected not to mention the positive health effects walking provides us all.



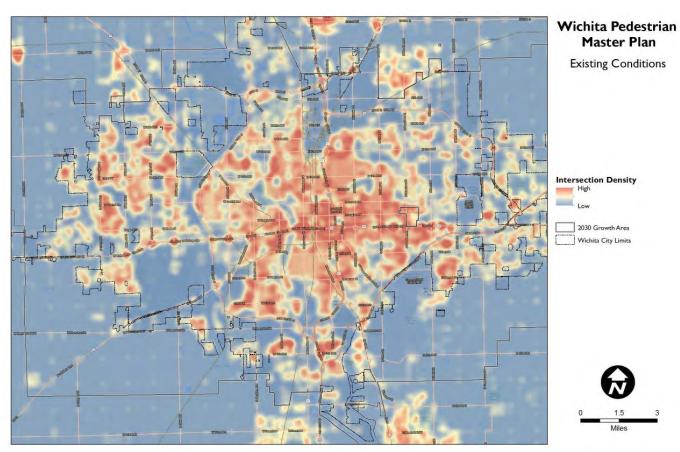


Figure 2: Intersection Density

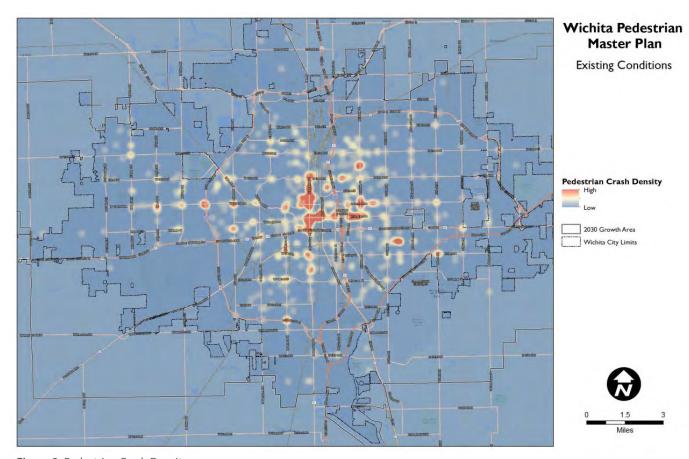


Figure 3: Pedestrian Crash Density

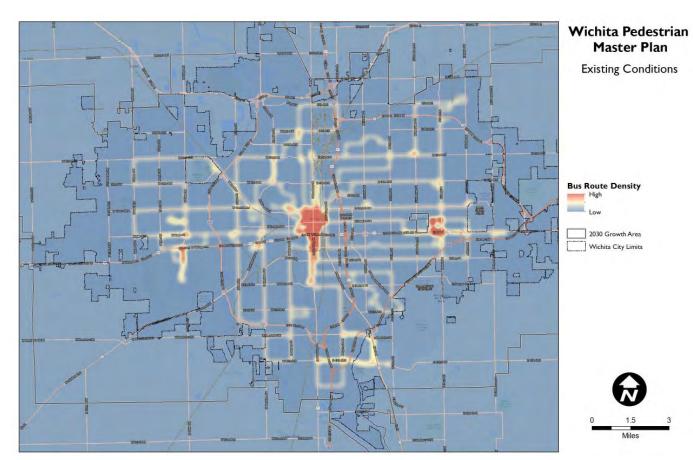


Figure 4: Transit Density

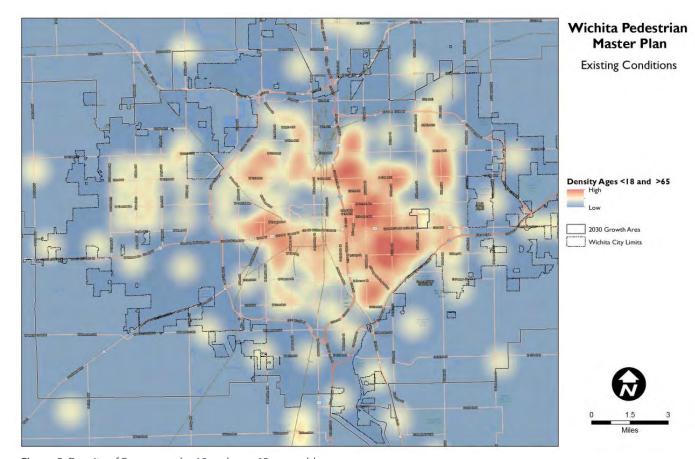


Figure 5: Density of Persons under 18 and over 65 years old

### **NEIGHBORHOOD TYPOLOGIES**

The pedestrian experience is significantly influenced by the design of the built environment. Factors such as the organization and connectivity of the street network, presence or lack of pedestrian facilities, and organization of land uses all play a role in walkability. Within the City of Wichita, the built environment can generally be categorized into five development patterns (referred to here as typologies) that are related to the time period in which neighborhoods were developed.

The typologies are categorized as:

- » Downtown Grid (1870-1909)
- » Residential Grid (1910-1944)
- » Grid and Curvilinear (1945-1960)
- » Higher Density Curvilinear with Cul-de-Sacs (1961-1980)
- » Low Density Curvilinear with Cul-de-Sacs (1981-present)

Each of the neighborhood typologies has unique opportunities and challenges, and pedestrian design treatments for these areas should be selected appropriately (available design treatments are explained further in Chapter 5). This section provides a brief overview of the five City of Wichita neighborhood typologies and the most common challenges for pedestrians in these areas.

### **Downtown Street Grid**

*Characteristics:* Downtown Wichita was built between 1870 and 1909 with the older sections of town built along the Arkansas River. The street grid is mostly intact with long, rectangular blocks approximately 650 feet by 350 feet. There are several major barriers to pedestrian circulation in this

area including an elevated freeway, a rail corridor, and the river. The streets are generally multi-lane and oneway. The land use is predominantly commercial with large buildings and surface parking lots. There are sidewalks on both sides of the streets and building frontages are mostly adjacent to the sidewalk. Most intersections are signalized and building entrances are mostly accessible from the sidewalk. Pedestrian volumes tend to be higher here than in other parts of the city due to the concentration of services within short walking distances. From the sidewalk there also is access to onstreet parking and transit.

Example Neighborhood

» Downtown



Figure 6: Example Downtown Grid

### Typology Specific Challenges

- 1. Excess capacity: many Downtown streets are wide and have more lanes than needed to accommodate traffic volumes. Wide streets increase a pedestrian's exposure to traffic when crossing the street and encourages higher vehicle speeds.
- 2. *Transit accommodations*: there is higher transit use Downtown compared to other areas. This requires accommodations for transit resources (e.g., bus shelters, benches) within the sidewalk zone and a need to provide facilities that allow pedestrians to safety cross the street
- 3. One-way streets: many Downtown streets are one-way with more than one travel lane, creating a multiple threat hazard for pedestrians attempting to cross. On roads with multiple lanes in the same direction, a multiple threat hazard occurs when one car stops for a pedestrian and a car in the adjoining lane does not. The driver in the adjacent lane may not be able to see the pedestrian around the first stopped vehicle.
- 4. Long blocks: on the long side of blocks in Downtown, pedestrians wanting to access businesses and services on the opposite side of the street are more likely to make a midblock crossing instead of walking out of their way to cross at a signalized intersection.
- 5. Life on the streets: with wide sidewalks and a high intensity of use, entertainment and restaurants, Downtown is a great location for placemaking related improvements such as public art, benches, and street trees.

### Residential Street Grid

Neighborhoods built between 1910 and 1939 fall into this typology. These neighborhoods are typically 1 to 3.5 miles from the city center. The street grid is intact, with blocks approximately 600 feet by 300 feet. The long side of the block is north south and typically includes a sidewalk with a buffer to the motor vehicle travel lanes. The land uses are predominantly single family residences with some schools, churches and small businesses. Commercial areas are typically located at arterial street intersections. Onstreet parking is available and used.

### **Example Neighborhoods**

- » Delano
- » South Central
- » Midtown



Figure 7: Example Residential Grid

### Typology Specific Challenges

- 1. *Visibility at intersections:* streets in these areas are generally narrow, and on-street parking and street trees are present close to the intersections.
- 2. Cut-through traffic on roads one block away from arterial streets: when there is congestion on arterial streets, some motorists will choose to cut through the neighborhoods, often using the residential street one block off of the arterial. These streets often see higher motor vehicle volumes and speeds than other residential streets during the peak hours.
- 3. One-way streets: some of the arterial streets in these areas are one-way with more than one travel lane, which creates a multiple threat hazard for pedestrians attempting to cross. On roads with multiple lanes in the same direction, a multiple threat hazard occurs when one car stops for a pedestrian and a car in the adjoining lane does not. The driver in the adjoining lane may not be able to see the pedestrian around the first stopped vehicle.
- 4. Crossings on arterial streets between neighborhoods, schools, or shopping areas: there are shopping areas, services and adjacent neighborhoods within walking distance of homes in these areas. However, a lack of crossing opportunities across arterial streets make them less accessible. Many arterial street intersections are not improved for pedestrians, making them challenging to cross. Walking or ADA access into commercial areas is often not provided, requiring pedestrians to pass through parking lots where sidewalks or dedicated pedestrian space are not provided from the street to the entrance to the store.

### **Grid and Curvilinear Streets**

Characteristics: In these neighborhoods built between 1940 and 1960, the street grid meets longer curvilinear blocks. These areas are typically 3.5 to 5 miles from the city center. The land use is predominately single family homes. Along residential streets there are few sidewalks, and those that are present are narrow. On-street parking is available but sparsely used because most of the homes have driveways. Residential street intersections are generally stop controlled or uncontrolled. In order to access most businesses on foot, a busy arterial street must be crossed or accessed. Arterial streets in these neighborhoods generally have sidewalks with some gaps in the network.



Figure 8: Example Grid and Curvliniear Street Network

### **Example Neighborhoods**

- » Southwest Neighborhood
- » Benjamin Hills
- » Matlock Heights
- » Fabrique

### Typology Specific Challenges

- 1. Safe walking routes to schools and parks: the intact street grid makes it possible for students to walk to school. However, streets without sidewalks and unimproved street crossings are barriers to safe walking and bicycling for children. Skewed intersections are more common in these areas when roads do not meet at right angles, which can lengthen street crossing time and increase vehicle turning speeds (due to the reduced radius of the turn).
- 2. Crossings on arterial streets between neighborhoods, schools, or shopping areas: there are shopping areas, services, and adjacent neighborhoods within walking distance of homes in these areas. However, a lack of pedestrian access across arterial streets make them inaccessible. Arterial street intersections are often not improved with crosswalks or signals for pedestrians, making them challenging to cross. Walking or ADA access into commercial areas is often not provided requiring pedestrians to pass through parking lots where sidewalks or dedicated pedestrian space are not provided from the street to the entrance to the store.
- 3. *Sidewalks:* many of the streets are missing sidewalks on one or both sides of the street.
- 4. Residential street intersection control: at low volume residential street intersections motor vehicle drivers may not always comply with stop controlled intersections or obey rules of the road at uncontrolled locations (yielding) because they rarely encounter cross traffic at those locations. At intersections without control, traffic calming measures can help to slow speeds and improve compliance.

### High Density Curvilinear Streets with Cul-de-Sacs

Characteristics: In areas built between 1961 and 1980, the streets are mostly residential, with collectors leading to arterials streets. Arterial streets are typically on a one-mile spacing. These areas are generally located 5 to 6.5 miles from the City center. Blocks inside the mile section are curvilinear with occasional cul-de-sacs. Blocks are typically long and irregular. Land uses are predominately single family homes, multifamily buildings, and large commercial lots. Commercial areas are accessed via arterial streets, and sometimes require a circuitous route to be accessed from adjacent residential areas. If sidewalks are present, they may be on one or both sides of the road. On-street parking is available but sparsely used because most homes have driveways. Residential street intersections may be uncontrolled or stop controlled. Pedestrian crossings of arterial streets occur at widely spaced signalized intersections.

### Example Neighborhoods

- » West 21st Street and Maize Rd
- » Westlink
- » Brookhollow

### Typology Specific Challenges

- 1. Lack of street connections require longer walking distances: Walking to destinations within the neighborhood can be challenging with a lack of connecting streets and sidewalks; and longer distances where connections do exist.
- 2. Access management: Arterial streets adjacent to neighborhoods are where residents access businesses, transit and other services. Driveways and their relationship to the sidewalk can impact pedestrian safety. In particular,



Figure 9: Example High Density Curvilinear Streets with Cul-de-Sacs

- a high number of driveways or driveways that cause a steep cross-slope across the sidewalk create a challenging walking environment.
- 3. *Traffic calming:* Speeding along residential streets can be a problem in areas where the streets
  - are wide and there are few parked cars. Speeding increases the risk and severity of collisions including those involving pedestrians crossing the street.

### Low Density Curvilinear Streets with Cul-de-Sacs

Characteristics: In these neighborhoods built after 1981, streets are residential, curvilinear, and with frequent culde-sacs. Blocks are frequently long and irregular. These areas are located anywhere between 6 and 10 miles from the city center. The adjacent land use is generally single family homes, vacant lots and fields. If sidewalks are present they are typically on one side of the street. On-street parking is available



Figure 10: Example Low Density Curvilinear Streets with Cul-de-Sacs

but sparsely used because most homes have driveways. Residential street intersections may be uncontrolled or stop controlled.

### **Example Neighborhoods**

- » Sierra Hills
- » Lakepoint
- » Willowbend
- » Fox Ridge

### Typology Specific Challenges

- 1. Sidewalks: Many of the streets lack sidewalks on one or both sides of the street.
- 2. Lack of street connections require longer walking distances between blocks: Walking to destinations within the neighborhood can be challenging because of discontinuous streets and cul-de-sacs.
- 3. Connections between neighborhoods: Adjacent neighborhoods in these areas may be difficult to walk between. The only street connections available require pedestrians to travel long distances and/or use arterial or two-lane streets with no sidewalks.
- 4. Limited entrances to developments: Some developments have a limited number of entrances that consolidate vehicle traffic into one driveway concentrating traffic volumes. The entrances are built for motor vehicle access and are often a width that encourages high turning speeds. These limited connections also result in longer walking distances between destinations.
- 5. *Speeding:* Speeding along residential streets can be a problem in areas where the streets are wide and there are few parked cars. Speeding increases the severity of collisions, especially those involving pedestrians.



The Kansas Department of Transportation (KDOT) maintains a database of all motor vehicle crashes reported in the state. To better understand city-wide pedestrian safety issues, the location of crashes involving pedestrians that occurred between 2008 and 2012 were analyzed. Figure 11 illustrates the fatal and injury crashes that occurred within the city. Based on crash locations, the crash frequency was determined for some of the major roadways in the study area. Table 1 outlines the frequency and severity of crashes on 18 roadways in Wichita.

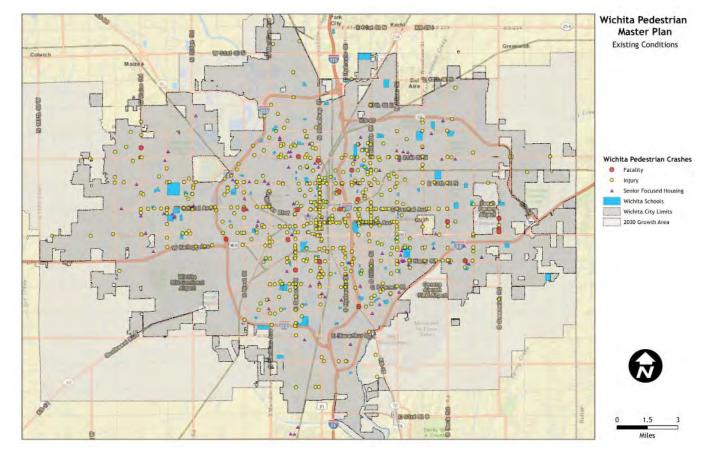


Figure 12: Safety Analysis

Table 5: Roadways with highest frequency of pedestrian crashes 2008 to 2012

Street Name	Fatal Crashes	Injury Crashes	Total Crashes
Central Avenue	2	61	63
Broadway Avenue	0	56	56
Douglas Avenue	1	50	51
13th Street	0	36	36
Seneca Street	1	31	32
Harry Street	1	29	30
Hillside Avenue	0	28	28
21st Street	1	25	25
Kellogg Drive	1	21	22
Murdock Avenue	0	21	21

Table 5: Roadways with highest frequency of pedestrian crashes 2008 to 2012 (continued)

Street Name	Fatal Crashes	Injury Crashes	Total Crashes
Oliver Avenue	0	20	20
Maple Street	0	19	19
Lincoln Street	0	18	18
I-235	1	14	15
West Street	1	13	14
Woodlawn Boulevard	0	14	14
Pawnee Avenue	0	12	12
Tyler Road	0	10	10

The crash analysis revealed that the most pedestrian crashes occurred on three corridors:

- » Broadway Avenue,
- » Central Avenue, and
- » Douglas Avenue.

Pedestrian safety improvements are needed throughout the City. However, when there is a choice of where to focus resources for improving pedestrian safety, implementing improvements along these corridors can have a larger impact on safety. Since these three corridors traverse the entire city, each corridor was broken down into one-mile segments to better illustrate where the crashes are concentrated.

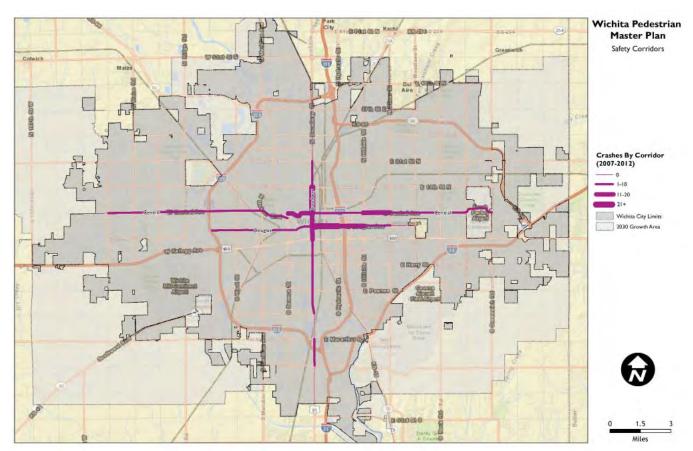


Figure 13: Wichita Safety Corridors

Table 6: Segments with high crash frequencies

Corridor	One-mile Extents	Crash frequency over 5 years
Broadway Avenue	Central to 13th	26
Douglas Avenue	Broadway to Hydraulic	21
Broadway Avenue	Kellogg to Central	19
Central Avenue	Seneca to Broadway	15
Douglas Avenue	Hydraulic to Hillside	14
Central Avenue	Hillside to Oliver	12
Central Avenue	Broadway to Hydraulic	10

The three safety corridors traverse the entire City of Wichita and intersect all the of the local neighborhood typologies. The roadways tend to be four lanes or wider. Below is a more detailed description of the roadway and network conditions found along the Safety Corridors.

### **Broadway Avenue**

From I-235 to 17th Street North, North Broadway Avenue is a four-lane arterial roadway separating a Residential Grid type neighborhood from a low-density industrial area. Land uses immediately adjacent to the corridor tend to be commercial.

Between 10th Street North and Kellogg Avenue (US-54) – Broadway Avenue is a four-lane arterial through a Downtown Grid neighborhood condition. Land uses on the corridor tend to be commercial, with some institutional and some off-street parking.

From Kellogg Avenue (US-54) to Pawnee Street

– South Broadway Avenue is a four-lane arterial
with Residential Grid type neighborhoods on



either side. Land uses on the corridor are a mix of commercial and residential, with some institutional uses.

From Pawnee Avenue to 59th Street South – South Broadway Avenue is a four-lane arterial with some median sections and periodic left-turn lanes. Neighborhoods typologies along the corridor in this area are High and Low Density Curvilinear.

### **Central Avenue**

From North 119th Street West to North Ridge Road – West Central Avenue is a four-lane arterial. Neighborhood typology in this area is Grid and Curvilinear with commercial land use and left-turn lanes at major intersections.

From North Ridge Road to Meridian Avenue – West Central Avenue is a five-lane arterial, including a

center turn lane. The Neighborhood Typology in this area is a Residential Grid, with some commercial land uses along the corridor and at major intersections.

East of Meridian Avenue, Central Avenue merges with McLean Boulevard and is a four-lane boulevard along the river. The Neighborhood Typology in this area is primarily Residential Grid.

From Eest of the McLean Boulevard area to I-135, East Central Avenue is a five-lane arterial, including a center turn lane. The typology in this area is the Downtown Grid condition. The neighborhood typology is Residential Grid.



Between I-135 and Edgemoor Drive, East Central Avenue transitions between a five-lane arterial including a center turn lane to a four-lane arterial with no turn lane.

From Edgemoor Drive to North Greenwich Road, East Central Avenue is a five-lane arterial with a center turn lane. The neighborhood typology is Grid and Curvilinear.

From North Greenwich Road to North 159th Street East, East Central Avenue is a five-lane arterial with a center turn lane. The neighborhood typology is High Density Curvilinear.

### **Douglas Avenue**

From I-235 to North West Street, Douglas Avenue is a two-lane collector with residential land use. The neighborhood typology is a Residential Grid.

From West Street to Elizabeth Avenue, Douglas Avenue is a four-lane roadway that may or may not be marked as four lanes. The neighborhood typology is a Residential Grid with commercial land use immediately adjacent to the corridor.

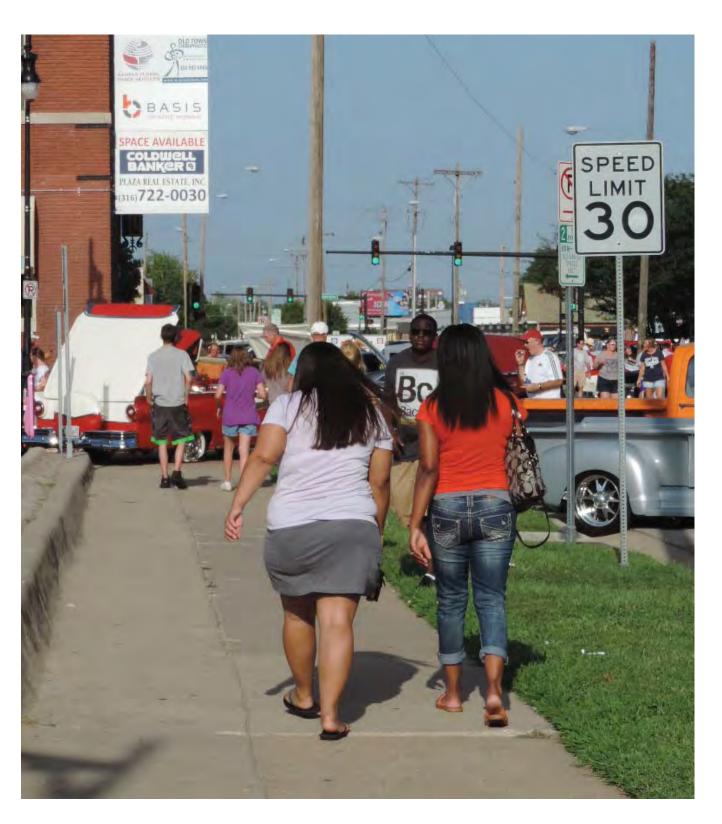
From Elizabeth Avenue to I-135, Douglas Avenue passes through the Downtown Grid. The roadway varies between a four-lane roadway, two-lanes with angle parking, five lanes with parallel parking, and four lanes with parallel parking.

From I-135 to Webb Road, Douglas Avenue passes through a mixture of Residential Grid and Grid and Curvilinear neighborhood



typologies. The roadway is primarily a four-lane roadway, with some left-turn lanes at major intersections.

Under existing conditions, there are some challenges for walking in Wichita including areas of the City that lack connectivity or present a safety hazard for pedestrians. This Plan's recommendations seek to address these challenges for all roadway users.



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# CHAPTER 3 Where We Want to Go



### INTRODUCTION\_

The Plan's vision, goals, strategies and actions were heavily influenced by public and stakeholder input. Through an interactive exercise with the project Steering Committee, a public open house event held on September 12, 2013, and multiple listening sessions; the values and needs of the Wichita community were established (see Appendix E for listening session summaries). One overarching theme in these conversations was a clear desire to improve conditions for walking in Wichita and to make it safer for all pedestrians. Specifically, stakeholders emphasized the need to improve walking conditions for seniors and children. Making and enhancing connections between and within neighborhoods was also strongly desired. The review of previous planning and policy documents also provided context for these vision, goals, strategies, and actions (see Chapter 1).

*Vision Statement:* The vision is the heart of the plan. It describes what the community will be like in 2024, and provides the framework for this civic plan by identifying key elements and conditions. From the vision statement, the goals, and strategies have been developed. They are organized from the most broad/general concepts (goals) to the most specific (actions).

*Goals:* The end state the community wants to achieve.

**Strategies:** Recommendations for achieving the vision and goals (see Chapter 4).

Actions: Activities undertaken to implement each recommended strategy (see Chapter 4).



Figure 14: Vision, Goals, Strategies, and Actions Relationship

By 2024, the City of Wichita will be a pedestrian friendly community and a place where walking is an easy choice in all people's daily lives. Wichita residents and visitors will have access to high quality and safe walking environments that connect all neighborhoods, destinations, and other modes of transportation, while contributing to a stronger, healthier, and more vibrant Wichita.

### GOALS \_\_\_\_

The following goals for the Wichita Pedestrian Master Plan have been derived from community engagement activities, the Technical Advisory Committee, Steering Committee, existing plans, as well as concepts from national organizations and planning efforts in other cities.

### Goal 1: Provide a safe and welcoming pedestrian network

Improving safety for all roadway users is essential to creating a pedestrian-friendly community.

### Goal 2: Improve community accessibility and connections for pedestrians

Reducing barriers to transportation by building network connections will make the walking environment in the City of Wichita more accessible to everyone.

### Goal 3: Promote a citywide culture of walking

Providing a citywide environment where walking is available as a comfortable everyday option provides the population of Wichita with more transportation and recreation options.



### **PERFORMANCE MEASURES \_**

Progress toward these goals and the successful implementation of the Plan can be evaluated through the use of performance measures. The most useful performance measures are quantifiable and trackable over time. The performance measures below may be expanded over time as data and resources become available.

Baseline data to measure against is provided below, and additional information can be found in Appendix F.

Performance Measure Target: Reduce the Pedestrian Fatality Rate by one third over the next 10 years.

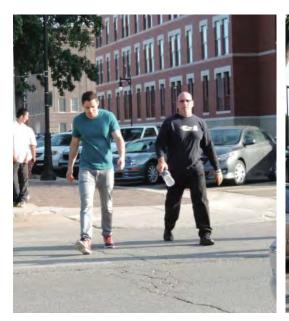
### Baseline:

The Bicycling and Walking in the United States 2014 Benchmarking Report shows the 2009-2011 Pedestrian Fatality Rate for Wichita at 16.8 pedestrian fatalities per 10,000 daily pedestrian commuters. The Pedestrian Fatality Rate is calculated by dividing the average number of annual pedestrian fatalities from crashes with motor vehicles (obtained from KDOT data) by the estimated average annual number of commuters walking to work (obtained from the U.S. Census Bureau American Community Survey three year estimates) - divided by 10,000.<sup>24</sup>

Performance Measure Target: Increase the amount of walking in Wichita over the next 10 years by 50 percent.

### Baselines:

- » The U.S. Census Bureau 2010-2012 American Community Survey 3-Year Estimates reports that walking is the primary means of transportation to work for 1.3 percent of Wichita resident workers age 16 and over.
- » The 2013 WAMPO bicycle and pedestrian counts, conducted for two hours on a weekend and a week day, reported 724 pedestrians counted at count locations



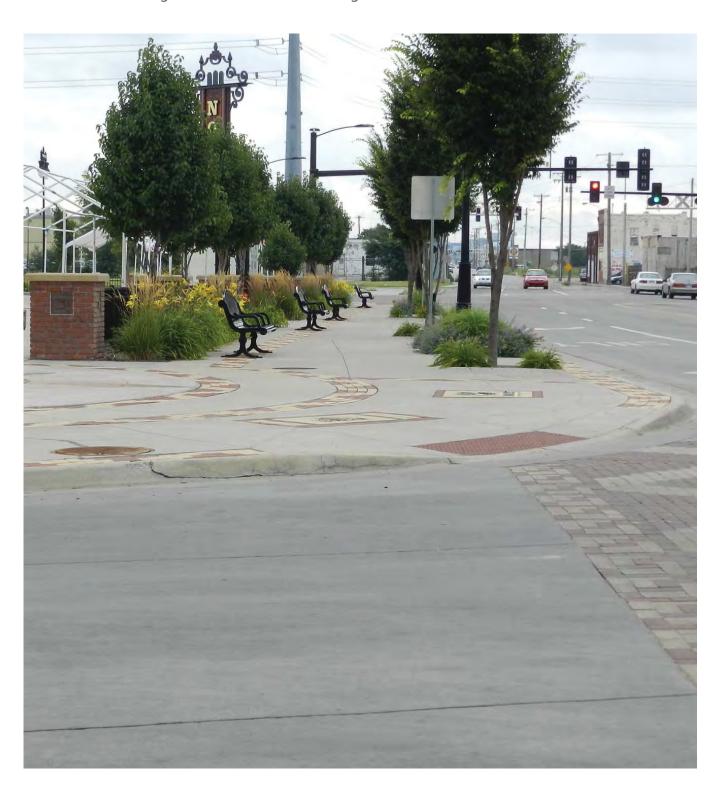


 $<sup>^{24}</sup>$  Alliance for Biking and Walking. "Bicycling and Walking in the United States: 2014 Benchmarking Report". 2014.

Performance Measure Target: Increase the percentage of survey respondents rating ease of walking in Wichita as "excellent" or "good" to at least 60 percent.

### Baseline:

» As part of the 2012 National Citizen Survey, 47 percent of Wichita survey respondents rated the ease of walking in Wichita as "excellent" or "good."



# CHAPTER 4 How Do We Get There?



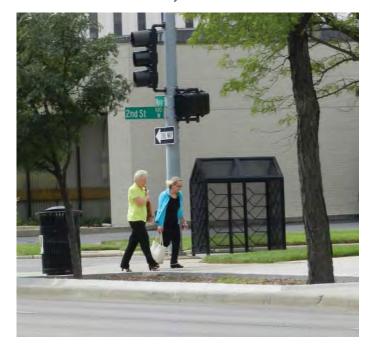
This chapter contains the top 10 strategies recommended for implementation over the course of the next 10 years to achieve the goals and realize the vision of this Plan. Apart from the "Top 10" strategies recommended for implementation over the next 10 years, there are a number of longer-term "down the road" strategies that should also be considered.

The following are the top 10 strategies recommended in this Plan:

- » Strategy 1 Implement the Design Guidance included in Chapter 7 of this Plan
- » Strategy 2 Create a Marked Crosswalk Policy
- » Strategy 3 Focus Pedestrian Improvement Resources on Improving Safety at Intersections
- » Strategy 4 Provide Sidewalks along Arterial Streets
- » Strategy 5 Improve Pedestrian Infrastructure near Senior Centers, Housing and Destinations
- » Strategy 6 Improve Safety by Improving Pedestrian Infrastructure near Schools
- » Strategy 7 Make Maintenance of Pedestrian Infrastructure a Priority
- » Strategy 8 Plant and Maintain Street Trees
- » Strategy 9 Support Efforts to Encourage Walking to School and Safety Education
- » Strategy 10 Monitor and Update the Implementation Plan

The recommended strategies are organized by the following categories:

- » Engineering
- » Encouragement
- » Education
- » Enforcement
- » Maintenance and Construction
- » Plan Implementation



This Plan includes a matrix for each strategy that describes the implementation action steps, lead and support organizations, and the performance measure targets to complete or conduct the actions. Below are the definitions for the table column headings.

Actions: Activities undertaken to implement each recommended strategy.

*Lead:* The organization responsible for leading the implementation of the action.

*Support:* The organization engaged by the lead organization for assistance and expanded perspectives as needed. In some cases the supporting partners will provide ongoing assistance to the lead organization; in others they may be consulted on an occasional basis.

**Performance Measure Target:** Progress can be evaluated through the use of performance measures. The most useful performance measures are quantifiable and trackable over time. Performance measures may be expanded over time as data and resources become available.

The implementation of the actions recommended in this Plan will be evaluated through an annual progress report and development of an annual work plan. The annual work plan (Strategy 10) is a document that identifies the tasks and deliverables that are to be accomplished in a given year and allows for the actions recommended in this Plan to be prioritized relative to the current resources, feasibility, and support.



#### Strategy 1 – Implement the Design Guidance included in Chapter 7 of this Plan

Reducing crashes, improving access, and creating a better walking environment can best be achieved by implementing the design guidance recommended in this Plan.

ACTION		LEAD	SUPPORT	PERFORMANCE MEASURE TARGET
1	Submit recommended design guidance, including the recommendations from this Plan (Chapter 7) for consideration and endorsement by the City Council. Update the guidance as needed.	Public Works	Planning	By 2015 and update as needed
2	Make the design guidance from this plan available to private sector contractors, developers, builders, Metropolitan Area Building and Construction Department (MABCD), and staff responsible for site plan reviews and code enforcement by posting the guidelines as standard specifications on the City's website.	Planning	Public Works, Metropolitan Area Building and Construction Department (MABCD)	By 2016
3	Coordinate design guidance implementation by creating a pedestrian facility checklist to be used by the City's site plan reviewers. Update the checklist as needed.	MABCD	Public Works	By 2017 and update as needed
4	Coordinate design implementation by creating a pedestrian facility checklist to be used by the City's construction inspectors. Update the checklist as needed.	Public Works	MABCD	By 2018 and update as needed

#### Strategy 2 – Improve the Safety of Pedestrians at Marked Crosswalks

Marked crosswalks help to improve pedestrian safety and the connectivity of the pedestrian network. A marked crosswalk policy will create a consistent approach for the evaluation and installation of marked crosswalks. Uniform and consistent application of crosswalks can help increase predictability for both pedestrians and drivers. The policy can utilize national best practices and the design guidance provided in Chapter 7 of this plan to:

- 1. Identify what factors are taken into consideration during evaluation (i.e., traffic volume, traffic speeds, crashes, destinations, roadway design, etc.);
- 2. Establish the primary types of crossing treatments to be considered for any marked crosswalk location (including high visibility crosswalks);
- 3. Identify the preferred designs and treatments for the crosswalks to improve safety and driver compliance (i.e., high visibility crosswalk designs, etc.); and
- 4. Determine a prioritization process for how crosswalk marking is implemented and locational criteria (e.g., school walking routes, senior walking routes, high collision locations, and midblock locations with high numbers of pedestrians crossing the street).

The policy should be coordinated with the City of Wichita School Traffic Safety Manual (2008), either by incorporating guidance from the manual and/or through updates to the manual.

ACTION		LEAD	SUPPORT	PERFORMANCE MEASURE TARGET
1	Develop City policy for marked crosswalks.	Public Works	Planning	By 2018
2	Create and request funding for a program to identify and retrofit high priority existing marked crosswalks throughout the city. The program guidance should describe the criteria for selecting high priority existing crosswalks and meet policy standards for design and implementation.	Public Works	Planning	By 2019
3	Create and request funding for a program to identify and prioritize future locations for marked crosswalks throughout the city. The program guidance should describe the prioritization criteria and meet the policy standards for design and implementation.	Public Works	Planning	By 2022

#### Strategy 3 – Focus Pedestrian Improvement Resources on Improving Safety at Intersections

Crashes involving pedestrians and motor vehicles occur most frequently at intersections. Dedicating resources to improving the design of intersections is the single best way to reduce the number of crashes and injuries involving pedestrians.

The following criteria should be used to prioritize intersections for pedestrian improvements:

- » Crash data;
- » Roadway characteristics: speed, volume, number of lanes, distance between signals, etc;
- » Intersection improvements identified during school walking route planning processes;
- Intersection improvements identified senior walking route planning processes; and
- Crossings identified for further study or improvement in the Wichita Bicycle Master Plan.

ACTION		LEAD	SUPPORT	PERFORMANCE MEASURE TARGET
1	Use the criteria listed above to identify and prioritize intersections for pedestrian improvements.	Planning	Public Works	Annually as part of the annual work plan
2	Include pedestrian safety at intersections as a prioritization factor for program activities and capital projects that impact the safety of pedestrians (i.e. roadway striping, pavement work, signals, etc.).	Public Works	Planning	Annually



#### Strategy 4 - Provide Sidewalks along Arterial Streets

Sidewalks reduce pedestrian exposure to traffic, especially in areas with high pedestrian demand, vulnerable populations (e.g., children, seniors, and persons with disabilities). This includes areas near schools, regional activity centers, neighborhood commercial nodes, senior centers, and transit connections.

ACTION		LEAD	SUPPORT	PERFORMANCE MEASURE TARGET
1	Create and apply criteria for prioritizing the existing Arterial Sidewalk Program.	Public Works	Planning	By 2018
2	Install missing sections of sidewalks in conjunction with development, re-development and roadway construction projects through routine accommodation.	Public Works	Planning	Average 2 linear miles per year
3	Update the site plan review checklist to help track the review of MABCD and engineering for compliance with the regulations and design guidance related to sidewalks.	MABCD	Planning	By 2020





#### Strategy 5 – Improve Pedestrian Infrastructure near Senior Centers, Housing, and Destinations

The percentage of pedestrian fatalities that involve seniors is disproportionately high relative to their representation in the general population.<sup>25</sup> At the same time, seniors are encouraged to walk to maintain and promote health, independence, and social interaction.

ACTION		LEAD	SUPPORT	PERFORMANCE MEASURE TARGET
1	In responses to requests, partner with organizations (e.g., Agency on Aging) that request assistance to develop recommended walking routes within a half mile of senior centers and senior housing. This could be a phased approach based on the availability of City resources with a focus on senior centers/housing where demand is highest or there are known safety concerns. Focus should be on access to transit, nearby shopping and other destinations such as parks identified by seniors. The walking routes should be reviewed by the Wichita Bicycle and Pedestrian Advisory Board and presented to the City Council for endorsement.	Planning	Public Works, Parks	Average 1 walking route per year
2	Program improvements for the senior walking routes.	Public Works	Planning	On-going

 $<sup>^{25}\,</sup> US\, Department\, of\, Transportation\, National\, Highway\, Traffic\, Safety\, Administration. \\ "Traffic\, Safety\, Facts."\, 2012.$ 

#### Strategy 6 – Improve Safety by Improving Pedestrian Infrastructure near Schools

Direct students and parents to the safest routes to each school and provide a way to focus infrastructure improvements.

ACTION		LEAD	SUPPORT	PERFORMANCE MEASURE TARGET
1	Continue to respond to school requests for pedestrian improvements near schools.	Public Works	Planning	Respond to an average 1 request per year
2	When requested, assist school districts in identifying preferred walking routes within a half mile of elementary schools. The process could be phased, focusing on schools with the highest potential of students walking and biking to school. The walking route should be reviewed by the Wichita Bicycle and Pedestrian Advisory Board and presented to the City Council for endorsement.	Public Works	Planning	Average 1 school per year
3	When requested, provide assistance to one or more schools to identify and apply for funding to support planning for and the installation of pedestrian improvements near schools.	Planning	Public Works	Average 1 school assisted per year
4	Continue to support school district efforts to upgrade school curbside management plans to make it safer to walk to school.	Public Works		Average 1 curbside management plan updated per year

#### Strategy 7 – Make Maintenance of Pedestrian Infrastructure a Priority

Witchita already has a significant sidewalk network. Maintaining the existing pedestrian infrastructure will maintain pedestrian safety, encourage more walking, and save money by increasing facility life-cycles. Some elements related to maintenance are required by ADA (American with Disabilities Act).

ACTION		LEAD	SUPPORT	PERFORMANCE MEASURE TARGET
1	Review and update the process for identifying and prioritizing pedestrian maintenance needs (e.g., annual curb ramp program).	Public Works	Planning	By 2018
2	Assist partner organizations (e.g., school district, Safe Kids) to train parent volunteers on how to become involved in promoting Safe Routes to School (SRTS) through the Safe Kids Program. City assistance could include, but not be limited to: providing free or reduced facility rentals; event promotion; and staff attendance at kick-off meetings.	Planning	Police	Average one training per year
3	Assist partner organizations (e.g., Safe Kids) to apply for SRTS funds if and when they are available. City assistance might include, but not be limited to: letters of support, cost estimates, and funding.	Planning	Police, Public Works	Average one per year
4	Support partner organizations, including school districts, to encourage and provide opportunities for school principals, parents, and others to become familiar with and use the curriculum materials available through the National Center for Safe Routes to School. City support could include, but not be limited to: providing free or reduced facility rentals and promotions.	Planning		Average one per year

#### Strategy 8 - Plant and Maintain Street Trees

Street trees provide shade and physical separation from motor vehicles; increase property value; improve air and water quality; and are transformative in creating great places to live, walk, and do business. Proper street design is important to the health of trees and the long term maintenance of sidewalks and other roadway features. In order to be safe, maintainable, and compatible with other essential services – it is important that trees and other vegetation meet certain criteria.

ACTION		LEAD	SUPPORT	PERFORMANCE MEASURE TARGET
1	Continue to incorporate street trees in capital projects through the Landscaping Policy for City Streets	Public Works	Park and Recreation	Average 2 miles per year
2	Request additional City and non- City funds for current street tree program to maintain existing street trees and plant new trees. Identify public/private partnerships to fund the street tree and related programs.	Park and Recreation	Public Works	By 2018





#### Strategy 9 – Support Efforts to Encourage Walking to School and Safety Education

Walking provides independence and teaches responsibility to youth. Walking to school establishes habits of lifelong physical activity and the normalization of walking as a transportation mode. The behaviors and lessons learned at a young age can influence behavior for a lifetime, and can help prevent crashes and injuries. There are excellent programs and curriculum materials available (for free) through the National Center for Safe Routes to School website.

ACTION		LEAD	SUPPORT	PERFORMANCE MEASURE TARGET
1	Support partner organizations, such as Safe Kids, to encourage and support participation in national "Walk to School Day" (everything that is needed – promotional materials, sample flyers etc is available at the National Center for Safe Routes to School website). City support might include opportunities for elected officials to participate, staff participation, and promotion of the events.	Police	Planning	By 2018
2	Assist partner organizations (e.g., school district, Safe Kids) to train parent volunteers on how to become involved in promoting SRTS through the Safe Kids Program. City assistance could include, but not be limited to: providing free or reduced facility rentals; event promotion; and staff attendance at kick-off meetings.	Planning	Police	Average one training per year



#### Strategy 10 – Monitor and Update the Implementation Plan

Communities that have had the most success in implementing pedestrian plans are those that: institutionalize a process to create accountability and demonstrate progress; invest in keeping staff up-to-date with best practices; and allocate adequate resources to implement the plan.

- » It is important that new facilities be designed to reflect the latest design guidelines and best practices. Nationally available courses and workshops provide an opportunity for planners, designers, and engineers to take advantage of the latest thinking and best practices for pedestrian facilities.
- » Having full-time staff in Public Works and Planning brings expertise, knowledge, awareness, and focus to implementation of this Plan. Implementing this strategy is pivotal to the long-term success of this Plan. The level of staff resources allocated (re-assignment of existing staff or new hires) to implement this Plan will affect the pace of implementation.
- » Because resources are limited, it is important to prioritize efforts to ensure that resources are directed toward projects with the greatest benefit. The creation of a prioritization process can help standardize and add more transparency to project selection.
- » Institutionalizing a system that creates accountability and demonstrates progress can help ensure year to year progress implementing this Plan and provide an annual opportunity to reflect on when, where, and how resources are being allocated. This can be accomplished through the creation of an annual work plan and annual implementation report.

ACTION		LEAD	SUPPORT	PERFORMANCE MEASURE TARGET
1	Create an annual work-plan to identify tasks and deliverables. Seek review and approval from the Wichita Bicycle and Pedestrian Advisory Board.	Planning	Public Works, Police, Fire, Parks, I.T.	Plan approved annually
2	Publish a progress report on implementation of this plan. Seek review and approval from the Wichita Bicycle and Pedestrian Advisory Board. Provide a copy of the report to the City Council.	Planning	Public Works, Police, Fire, Parks, I.T.	Progress report approved annually

ACTION		LEAD	SUPPORT	PERFORMANCE MEASURE TARGET
3	Periodically take advantage of both local and nationally available courses and workshops (often free) that provide updates on the latest research, design guidance, and best practices. Participants should include the Pedestrian and Bicycle Advisory Board, and relevant City staff including design guidance for plan reviewers.	Planning	Public Works	Average one professional course/ workshop per year
4	Create a project prioritization process based on Chapter 6 of this Plan and present the process to the Wichita Bicycle and Pedestrian Advisory Board for endorsement.	Public Works	Planning	By 2016
5	Develop and/or modify job description for staff resources in Planning.	Planning	Public Works	By 2015
6	Develop and/or modify job description for staff resources in Public Works.	Public Works	Planning	By 2016
7	Allocate resources / apply for resources to fill positions in Planning.	Planning		0.5 FTE by 2015
8	Allocate resources / apply for resources to fill positions in Public Works.	Public Works		0.5 FTE by 2016
9	Update this plan.	Planning	Public Works	Major update every 4 years and minor updates as needed

#### **DOWN THE ROAD STRATEGIES.**

The Top 10 Strategies are recommended for implementation over the next 10 years. The longer term "down the road" strategies should also be considered.

#### **Engineering**

#### Strategy 11 – Make Area-Specific Pedestrian Improvements

Pedestrian facilities operate most effectively as a network. Improvements should be identified in conjunction with a wider pedestrian network analysis or to address common issues that occur throughout the community. Pedestrian circulation plans can be a useful tool to help area stakeholders identify and prioritize improvements related to walking. Pedestrian circulation plans can be undertaken as stand-alone projects or as part of other planning projects - including area, corridor, or neighborhood plans. Pedestrian circulation plans, which provide a plan to help pedestrians get around the neighborhood, can also be focused on multiple locations instead of areas or corridors.

Wichita stakeholders have indicated that the following areas are high priority locations for pedestrian improvements:

- » Parks,
- » Schools, and
- » Senior housing / centers.

ACTION		LEAD	SUPPORT
1	Develop a program and guidelines for neighborhood pedestrian circulation plans. The guidelines should include how area stakeholders can apply for assistance to develop a neighborhood pedestrian circulation plan.	Planning	Public Works
2	Present information about connector trails/paths to residential and commercial developers, and offer technical assistance to individuals interested in developing connector trails.	Planning	Public Works
3	Update the Wichita Parks, Recreation, and Open Space (PROS) Plan park design guidelines to include pedestrian connections as minimum resources as defined in the plan.	Park and Recreation	Planning
4	Review existing neighborhood/corridor plans that recommend pedestrian improvements with the Wichita Bicycle and Pedestrian Advisory Board.	Planning	Public Works

ACTION		LEAD	SUPPORT
5	Apply for funding (e.g. city and non-city funding) to develop and implement City neighborhood pedestrian circulation plans.	Planning	Public Works
6	Implement pedestrian improvements recommended in existing City plans such as corridor and neighborhood plans.	Public Works	Planning

#### Strategy 12 – Improve Pedestrian Access to Buildings

Providing connections for pedestrians between the public right-of-way (where the street and sidewalks are located) and private development is important for safety and access. For example, a dedicated walking connection through a parking lot from the sidewalk to the front entrance of businesses is a connection between the public right-of-way and private development. To ensure more routine, higher quality, and more uniform pedestrian access to building entrances, it is recommended that the following City policies and regulations be updated.

ACTION		LEAD	SUPPORT
1	Update the City of Wichita building code and parking lot striping requirements (Wichita Municipal Code Sec. 18.14.020) to require Americans with Disabilities Act (ADA) compliant, dedicated pedestrian access from the sidewalk in the right of way to at least one building entrance for each building. The dedicated pedestrian access should be required during construction, substantial building renovation, and/or parking lot upgrading and restriping.	MABCD	Planning
2	Update the City Façade Loan Program to require ADA compliant, dedicated pedestrian access from the sidewalk to one entrance of each building.	Urban Development	Public Works
3	Update the zoning code to define and require Planned Unit Development (PUD), Conditional Use Permits (CUP), conditional uses, and other instances where review and approval of a site plan is required; to require ADA complaint pedestrian access from the sidewalk to at least one entrance per building.	Planning	MABCD

#### Strategy 13 - Improve Pedestrian Connections to Transit

Pedestrian facilities are important for transit trips, as every transit rider is also a pedestrian at some point during their trip. Transit benefits pedestrians by greatly expanding possible trip distances and connections. The following actions should be coordinated with the proposed updates to the Wichita Transit bus stop guidelines.

ACTION		LEAD	SUPPORT
1	Create design guidelines for transit stops, informed by the design guidance in this plan. The guidelines should include recommendations regarding the types of transit resources (e.g. benches, shelters, bicycle racks, etc.), siting / location preferences, and pedestrian connections. It is recommended that the guidelines recommend situating transit stops with pedestrian crossings (see design treatments in Chapter 7) and consider other pedestrian improvements to access the transit stops (e.g. lighting, sidewalks, etc.).	Wichita Transit	Public Works
2	Create street design guidance for how to accommodate transit on city streets and integrate it with the design guidance for transit stops.	Public Works	Wichita Transit
3	Create a pilot program to identify and retrofit high priority transit stop locations along one or more transit route. The program guidance should describe the criteria for selecting the priority locations – accounting for high priority pedestrian locations, high volume transit locations, and meet the transit stop design guidelines.	Wichita Transit	Public Works
4	Create a report that identifies key safety and accessibility issues based on data (i.e., crash data, ridership numbers, etc.). Submit the report for review and comment by the Wichita Transit Advisory Board and Wichita Bicycle and Pedestrian Advisory Board.	Planning	Wichita Transit

#### Strategy 14 – Encourage Walking for Fun, Health, and Transportation

Active transportation such as walking is an important form of exercise as well as a basic form of travel for short distances. Sometimes encouraging people to consider walking for health or transportation related trips requires additional effort. Encouragement can take the form of programs, campaigns or events to target specific groups or areas within the city.

ACTION		LEAD	SUPPORT
1	Create guidelines for how to evaluate partnership request from non-City of Wichita organizations that host walking events and promotion efforts. The guidelines should identify how the partnerships are formalized and the criteria for partnerships. Post the guidelines on the City website.	City Manager's Office	Planning Department
2	Support and promote partner organizations events and efforts to increase walking and running in the community. Support and promotion might include posting information on the City's Facebook page, webpage, and coordinating the participation of City representatives.	Community Engagement	Planning
3	Apply for funding to create programs for targeted outreach and consultation to provide education, encouragement, and resources to Wichita residents to use walking for transportation.	Air Quality Section	Planning, Community Engagement
4	Apply for funding to host 'Open Streets' events that temporarily close streets to motor vehicles and provide expanded opportunities for active transportation.	Air Quality Section	Planning, Public Works, Community Engagement
5	Assist partner organizations to convene a pedestrian summit to provide a public venue in which to discuss issues related to walking.	Planning	Public Works, Parks, Community Engagement
6	Host (with staff or volunteers) a table / display with information about walking in Wichita at relevant community events (e.g., farmers markets, City sponsored events and city project open houses).	Planning	Community Engagement, Air Quality Section

#### Strategy 15 - Provide Pedestrian Wayfinding

A pedestrian wayfinding system helps to visually connect the pedestrian network, while also providing guidance about the optimal route for pedestrians to reach their destination. Wayfinding can be provided in the form of signage, pavement markings, or other means. Wayfinding can also increase safety by directing pedestrians to preferred facilities and can increase awareness of offstreet paths and connections that may otherwise not be easily visible from a roadway. Downtown pedestrian wayfinding can provide guidance to important destinations.

ACTION		LEAD	SUPPORT
1	Apply for funding to develop a pedestrian wayfinding system plan that provides guidance for design, implementation, prioritization, funding, and maintenance of a wayfinding system.	Planning	Public Works
2	Apply for funding to implement a pilot program to gain support and understanding of the system before expanding it city-wide	Public Works	Planning
3	Update the existing pedestrian wayfinding signage.	Public Works	Planning





## Strategy 16 – Support Safety Education Programs that Focus on Changing Pedestrian, Bicycle and Motorist Behavior

Streets are shared public spaces that facilitate different uses and transportation modes. It is critical for all street users to be respectful of each other and to know the rules of conduct. Education efforts should include targeted enforcement at high crash locations to reinforce the importance of safe conduct on public streets and efforts to educate new drivers. In addition, the City can help promote community safety by sharing general information (i.e., location, severity, number of pedestrians involved) about crashes involving pedestrians.

It is important that the education efforts target behaviors that are the greatest contributors to crashes. National research shows that the following behaviors should be targeted.

- » Drivers: Distracted driving, failing to yield to pedestrians, speeding
- » Pedestrians: Jaywalking
- » Bicyclists: Traveling opposite direction as traffic, riding without lights

ACTION		LEAD	SUPPORT
1	Issue an annual report identifying top ten intersections with the most crashes involving pedestrians, and/or intersections with the highest rates of pedestrian crashes.	Police	Planning
2	Apply for funding to create a pilot program to study and report information from crashes involving pedestrians, and if successful repeat the process periodically. The report(s) should identify the top ten priority pedestrian crash locations, and the behaviors that contribute to the majority and most serious types of crashes. The report(s) should also identify countermeasures to the identified priority behaviors. The report summaries should be presented to the Wichita Bicycle and Pedestrian Advisory Board for endorsement and then distributed to the City Council.	Police	Public Works

ACTION		LEAD	SUPPORT
3	Develop an outreach campaign to educate drivers, bicyclists, and pedestrians about required and recommended roadway and path behaviors. The campaign should target the priority behaviors identified in the crash study. It should also include evaluation criteria to monitor and measure the effectiveness of the outreach campaign. Apply for funding to undertake and expand the scope of the outreach campaign.	Communications Team	Police
4	Review current police training and identify opportunities to add / improve components related to pedestrian safety.	Police	
5	Update the Wichita.gov website to include a section on walking/pedestrian transportation. This page should include information about submitting maintenance reports, this Plan, regulations, and other pedestrian related information.	Planning	Communications Team



#### **Enforcement**

### Strategy 17 – Develop Enforcement Strategies that Focus on Changing Pedestrian and Motorist Behaviors that Cause Crashes

Enforcement is an important component of improving roadway safety for all users. Enforcement efforts should complement, and in most cases, be preceded by educational efforts. Law enforcement can play an important role in educating roadway users about behaviors that improve or diminish roadway safety. Enforcement efforts should be balanced (i.e., target all roadway users, not one group) and focus on those behaviors that are known to cause crashes (see below).

#### Targeted pedestrian behaviors:

- » Jaywalking
- » Failure to follow traffic controls

#### Targeted motorist behaviors:

- » Distracted driving
- » Not yielding to pedestrians in crosswalks
- » Speeding through areas where there are vulnerable users

ACTION		LEAD	SUPPORT
1	Perform targeted education and enforcement of motorists in locations where yielding to pedestrians in a crosswalk is an issue or in locations where there have been pedestrian crashes.	Polic	Planning
2	Perform targeted enforcement of pedestrians in locations where jaywalking has contributed to pedestrian and motor vehicle crashes.	Police	Planning
3	Perform targeted enforcement of motorists in locations where school zone signs have been installed, where speeding is an issue, and/or where collisions have occurred.	Police	Planning
4	Develop a crash report packet for pedestrians involved in a crash. Present the packet to the Bicycle and Pedestrian Advisory Board for review and endorsement, and then make the information available online and in printed format.	Police	Planning

#### Strategy 18 – Maintain Pedestrian Access during Construction

Temporary closures of sidewalks can result in barriers for pedestrians and lead to dangerous situations. Accommodating pedestrians during construction ensures that pedestrians have clear, safe, and accessible routes as convenient alternatives to sidewalks closed for construction.

ACTION		LEAD	SUPPORT
1	Review and update the City detour protocols to ensure consistency with the guidance in section 6D.01 of the Manual on Uniform Traffic Control Devices (MUTCD) and section 4.4 of the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities for provision of appropriate pedestrian detours for sidewalks that are closed for maintenance or construction. The protocols should include information about when and where a sidewalk can be closed; when and how a detour will be provided; and how notice about the closure will be provided.	Public Works	Planning
2	Provide training to City inspection staff to facilitate enforcement of the detour protocols.	Public Works	MABCD







This chapter includes information on the typical costs of pedestrian infrastructure, potential funding sources, and the processes recommended to implement this Plan.

#### ANNUAL IMPLEMENTATION WORK PLAN / PROGRESS REPORTING.

Establishing a process that sets short-term targets, ensures accountability, and celebrates successes is one of the best ways to make progress toward implementing this Plan. The creation of annual implementation work plans and annual progress reports are important tools for implementation. Below is more information about how these tools can be developed and used.



Figure 12: Pedestrian Plan Implementation

#### **Annual Implementation Work Plan**

An annual work plan helps to ensure that year to year progress is made and sets annual priorities. It provides measurable objectives that create accountability and demonstrate progress; seeks opportunities to take advantage of public and private projects; and provides an annual opportunity to reflect on when, where, and how resources are being allocated. The creation of the annual work plan involves multiple steps described below. A draft work plan is available in Appendix G.

- **Step 1.** Coordinate with City Department Directors to identify what implementation projects are anticipated for the next year. This might include the following actions.
  - a. Identify pedestrian projects that can be designed and constructed as part of other projects in the CIP.
  - b. Identify priority stand-alone pedestrian projects that can be submitted for design and/or construction funding.
  - c. Identify and apply for funding for priority education and enforcement programs.
- **Step 2.** Seek internal review of the annual work plan. The intent is to improve internal coordination and efficiency, and involve other departments, divisions, and sections as appropriate.

Step 3. Seek approval for the annual work plan from the Bicycle and Pedestrian Advisory Board.



As part of the process to create the annual work plan, both staff and the Wichita Bicycle and Pedestrian Advisory Board members will need to consider which of the strategies and activities identified in this Plan are priorities for the community. The draft 2014-2015 Annual Implementation Work Plan is provided as an example in Appendix G. The following factors are provided as a tool to help assist in the decision making process.

- » Will the activity accomplish one or more of the goals of the Wichita Pedestrian Master Plan?
- » What is the anticipated magnitude of the activity?
- » Will it have a long-term or large scale impact?
- » Will the activity help achieve one or more performance measures?
- » Will the activity benefit one of the priority pedestrian areas identified in this plan?
- » Will the activity implement a priority project (see Chapter 6)?

#### **Progress Reporting**

To communicate implementation progress and effectiveness, a progress report should be drafted annually. This document should illustrate progress relative to the goals and performance measures expressed in this Plan, and provide an opportunity to celebrate major accomplishments. The progress report should be geared toward the public as the primary audience, but also be used by the Bicycle and Pedestrian Board and the City Council as they review progress and recommend future actions. The progress report should include the following elements:

- » Highlights of the major accomplishments of the reporting year;
- » Review of the performance measures recommended in this Plan; and
- » Review of performance implementing the one year work plan.

Progress implementing this Plan will depend on the City's institutionalization of processes to help provide annual goals, status updates, and accountability. Implementation will also depend on the cost and ability to fund the improvements recommended in this Plan. Below is information about infrastructure costs and potential funding sources.



#### TYPICAL PEDESTRIAN INFRASTRUCTURE COSTS \_

Costs for pedestrian infrastructure vary greatly. Table 7 shows planning level cost estimates for typical pedestrian treatments based on a recent paper and associated database provides estimates of infrastructure costs from states and cities across the country (Bushell et al 2013). Because costs vary from site to site depending on many factors, the cost information should be used for only planning level estimates and not for determining actual bid prices for a specific infrastructure project. More detailed cost estimates can be developed for individual projects after the initial conceptual design process. Figure 13 illustrates how the cost estimates are refined as a project moves through the design process.

Table 7: Planning Level Cost Estimates for Pedestrian Infrastructure

FACILITY	AVERAGE	LOWER RANGE	UPPER RANGE	UNIT COST	SOURCE
Concrete Sidewalk 5' Wide	NA	\$3.25	\$4.00	Square Foot	В
Curb and Gutter	NA	\$12.00	\$22.00	Square Foot	В
Curb Extension/Choker/ Bulb-out	NA	\$7,500	\$20,000	Each	В
High Visibility Crosswalk	\$2,540	\$600	\$5,710	Each	А
Multi-Use Trail - Paved 10' wide	NA	\$200,000	\$800,000	Mile	В
Multi-Use Trail - Unpaved	\$121,390	\$29,520	\$412,720	Mile	A
Pedestrian Hybrid Beacon	\$57,680	\$21,440	\$128,660	Each	А
Pedestrian Signal	\$1,480	\$130	\$10,000	Each	А
Raised Crosswalk	\$8,190	\$1,290	\$30,880	Each	А
Rapid Rectangular Flashing Beacon	\$22,250	\$4,520	\$52,310	Each	A
Streetlight	\$4,880	\$310	\$13,900	Each	А
Striped Crosswalk	\$770	\$110	\$2,090	Each	А
Wheelchair Ramp	\$810	\$89	\$3,600	Each	А

A: Bushell, Max, et al. Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners and the General Public. http://katana.hsrc.unc.edu/cms/downloads/Countermeasure%20Costs\_Report\_Nov2013.pdf.

**B:** City of Wichita estimates

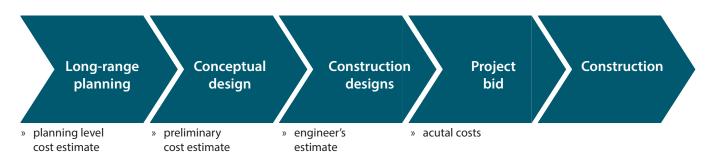


Figure 13: Cost Estimates and Design Phases

#### POTENTIAL FUNDING SOURCES -

Pedestrian projects and programs can be funded by local, state, federal, private sources, or a combination thereof. Funding programs that local governments, such as the City of Wichita, might pursue are described in this section. At the end of the section is a matrix that summarizes available sources by types of projects and programs (see page 71).

#### City of Wichita

The City of Wichita has multiple funding sources which can be allocated to a variety of activities, including planning, design, implementation, and maintenance of pedestrian projects.

#### Routine Accommodation

The City can adopt a policy that considers pedestrian improvements as a part of new and rehabilitation projects. Pedestrian facilities (i.e., pedestrian ramps, crosswalks, sidewalks, lighting, etc.) can be integrated into other capital projects. This approach generally costs less than completeing these projects separately (i.e., retrofitting pedestrian improvements).

#### City Programs and Budget

The City of Wichita has several annual programs that address pedestrian needs including those listed below:

- » Arterial Sidewalk Installation Program
- » Accessibility Improvements program (e.g., curb ramps)
- » Street Maintenance Program (e.g., crosswalk restriping)
- » Traffic Signal Program
- » Street Tree Program

Depending on the type of activity, these programs are funded either through the City's Capital Improvement Program (CIP) or the annual budget. The CIP is a budget document that provides a 10 year plan for financing capital assets (e.g., buildings, roads, large equipment). The CIP identifies how much, what funding type, and when capital asset improvements/purchases will be undertaken.

#### Regional

The Wichita Area Metropolitan Planning Organization (WAMPO) is a regional metropolitan planning organization (MPO). The MPO coordinates transportation at a regional level and administers Federal transportation funding programs for some pedestrian facilities or programs. These are described under the Federal funding heading later in this chapter.

#### State

Implementation of the City of Wichita Pedestrian Plan could be advanced by infrastructure investments by the State of Kansas, both in the timing and quality of the investment. Additionally, if pedestrian infrastructure improvements are included in KDOT's Statewide Transportation Improvement Program (STIP), federal funds from the Comprehensive Transportation Program (CTP) could be pursued. According to the KDOT website, a draft STIP document is published and available for public comment each year in August.

#### **Federal**

Federal transportation funding programs are important funding sources. The most recent federal transportation funding act is Moving



Ahead for Progress in the 21st Century (MAP-21). The following MAP-21 programs can be used to fund pedestrian infrastructure and programs:

- » Transportation Alternatives Program (TAP)
- » National Highway Performance Program
- » Surface Transportation Program
- » Highway Safety Improvement Program (HSIP)
- » Section 402 of the State and Community Highway Safety Grant Program

Transportation Alternatives Program Funding: The MAP-21 bill provides states the option to modify the level of TAP funding in the following ways: a) increase funding that supports walking and bicycling; b) keep funding levels the same; or c) decrease funding. Under the new bill state departments of transportation (DOTs) are to distribute 50% of TAP funding to defined Transportation Management Areas (i.e., WAMPO), which consist of cities or metro areas with populations greater than 200,000. The other 50% of TAP funding may also be directed by DOTs to local or regional control, or DOTs have the option to redirect this funding to other state highway programs. Governors are given the authority to opt-in or out of the Recreational Trails program on an annual basis. If they choose to opt-out, funding set aside for the Recreational Trails program automatically goes into the TAP.

The funding for each state's TAP includes the following programs: the Recreational Trails Program; the Safe Routes to School program; and "planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways."

The Transportation Alternatives program is a part of the Federal-aid Highway Program. Although the program is a "grant" program under Federal regulation, it is not an "up-front" grant program and funds are available only on a reimbursement basis. Only after a project has been approved by the State Department of Transportation or Metropolitan Planning Organization and the FHWA division office can costs become eligible for reimbursement. This means project sponsors must incur the



cost of the project prior to being repaid. Costs must be incurred after FHWA division office project approval or they are not eligible for reimbursement.

Eligible Activities for Transportation Alternatives Program

Funds may be used for the following types of activities:

- » Construction, planning, and design of onroad and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- » Construction, planning, and design of infrastructure-related projects and systems

that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

- » Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- » Construction of turnouts, overlooks, and viewing areas.
- » Community improvement activities, including:
  - » Inventory, control, or removal of outdoor advertising;
  - » Historic preservation and rehabilitation of historic transportation facilities;
  - » Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
  - » Archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- » Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - » Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
  - » Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- » The recreational trails program under 23 USC 206.
- » The safe routes to school program under §1404 of SAFETEA-LU.
- » Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- » Workforce development, training, and education activities are also eligible uses of TAP funds.

Statutory citation(s): MAP-21 §1122; 23 USC 101, 206, 213; SAFETEA-LU §1404 source: http://www.fhwa.dot.gov/map21/factsheets/tap.cfm)

Congestion Mitigation and Air Quality Improvement Program (CMAQ) (Part of TA Program)

CMAQ was established as a part of the Intermordal Surface Transportation Efficiency Act (ISTEA) and was initiated to support projects and other related efforts that contribute air quality improvements and provide congestion relief. Funds may be used for projects that demonstrate an air quality benefit. CMAQ funds are available through a competitive funding process managed by WAMPO. Project applicants must provide a local match of at least 20 percent.

» Eligible Pedestrian Projects: paved shoulders, shared use path/trail, spot improvement program, maps, sidewalks (anew or retrofit), crosswalk (new or retrofit), trail/highway intersection, signal improvements, curb cuts and ramps, coordinator position, safety brochure/ book, training, technical assistance.

More information, including updates, on MAP-21 and final rulemaking can be found at Advocacy

Advance http://www.advocacyadvance.org/MAP21 and from the Federal Highway Administration (FHWA) at http://www.fhwa.dot.gov/map21/.

#### *Surface Transportation Program (STP)*

The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the National Highway System (NHS), bridge projects on any public road, transit capital projects, and intra-city and inter-city bus terminals and facilities. Among the eligible activities under STP are projects relating to intersections that: have disproportionately high accident rates; have high congestion; and are located on a Federal-aid highway. Funds can be used for the construction of new and the maintenance of existing pedestrian facilities. The STP funds are available through a competitive funding process managed by the Wichita Area Metropolitan Planning Organization (WAMPO). Project applicants must provide a local match of at least 20 percent.

» Eligible Pedestrian Projects: bicycle and pedestrian plans, paved shoulders, shared use path/ trail, spot improvement program, maps, sidewalks (new or retrofit), crosswalk (new or retrofit), trail/highway intersection, signal improvements, curb cuts and ramps, traffic calming, safety/ education position, safety brochure/book, training, technical assistance.

#### Highway Safety Improvement Program (HSIP)

The HSIP emphasizes a data-driven, strategic approach to improving highway safety. A highway safety improvement project corrects or improves a hazardous road location, or addresses a highway safety problem. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. Each State must have a Strategic Highway Safety Plan (SHSP) to be eligible to use up to 10 percent of its HSIP funds for other safety projects under 23 U.S. Code (USC) including education, enforcement and emergency medical services. Funds can be used for projects aimed at increasing safety, and reducing crashes. The HSIP funds are available through a competitive funding process managed by KDOT.

» Eligible Pedestrian Projects: Paved shoulders, shared use path/trail, spot improvement program, sidewalks (new or retrofit), crosswalks (new or retrofit), trail/highway intersection, signal improvements, curb cuts and ramps, traffic calming.

# State and Community Highway Safety Grant Program, Section 402

Highway Safety Funds are used to support state and community programs to reduce deaths and injuries on the highways. In each state, funds are administered by the Governor's Representative for Highway Safety. Pedestrian safety has been identified as a National



Priority Area and is therefore eligible for Section 402 funds. These funds can be used for a variety of safety initiatives including conducting data analyses, developing safety education programs, and conducting community-wide pedestrian safety campaigns. Since the Section 402 Program is jointly administered by National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA), Highway Safety funds can also be used for some limited safety-related engineering projects. A state is eligible for these formula grants by submitting a Performance Plan, which establishes goals and performance measures to improve highway safety in the state, and a Highway Safety Plan, which describes activities to achieve those goals.

» Eligible Pedestrian Projects: Comprehensive school-based pedestrian safety education programs, pedestrian safety programs for older adults, training in use of pedestrian design guidelines, community information and education programs, public information needs in May such as "Bike Safety Month" and in September for "Back to School Safety Month," public information for school zone and crosswalk safety, and public information about older adults and impaired pedestrians.

#### *National Highway Performance Program (NHPP)*

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with metropolitan and statewide planning requirements. Eligible activities include:

- » Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments.
- » Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels.
- » Bridge and tunnel inspection and evaluation of the NHS and inspection and evaluation of other NHS highway infrastructure assets.
- » Training of bridge and tunnel inspectors.

Eligible Pedestrian Projects: Paved shoulders, shared use paths/trail, spot improvement program, sidewalks (new or retrofit), crosswalks (new or retrofit), trail/highway intersections, signal improvements, curb cuts and ramps, and traffic calming.

#### Recreational Trails Program (RTP)

The RTP provides funds to states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. RTP funds are available through a competitive process managed by the Kansas Department of Wildlife, Parks and Tourism. Project applicants must provide a local match of at least 20 percent.

Eligible Pedestrian Projects: Shared use paths/trail, single track hike/bike trail, trail/highway intersection, safety brochures/books, and training.

#### **Other Potential Sources**

*Public Private Partnerships*: Public private partnerships can take many forms such as neighborhood associations funding sidewalk projects, grants from foundations, and special assessments to fund improvements.

*Private Construction and Redevelopment Projects:* Sometimes, pedestrian improvements (e.g., crosswalks, curb ramps, sidewalks, lighting, etc.) are required as part of new projects that will impact the public rights-of-way. This plan recommends continuing with existing community requirements.

**Table 8:** Pedestrian Projects Funding Sources Summary Matrix

	Local				Federal						Otł	ner
Project Type	RA	BGT	CIP	STP	HSIP	402	NHPP	CMAQ	RTP	TAP	P/P	C/R
Pedestrian Plan		Х		Х								
Paved Shoulders	Х		Х	Х	Х		Х	Х		Х		
Shared Use Path/Trail	Х		Х	Х	Х		Х	Х	Х	Х		
Spot Improvement Program	Х	Х	Х	Х	Х			Х		Х		Х
Maps		Х		Х		Х		Х		Х		
Sidewalks, new or retrofit	Х	Х	Х	Х	Х		Х	Х		Х	Х	Х
Crosswalk, new or retrofit	Х	Х	Х	Х	Х		Х	Х		Х		Х
Trail/Highway Intersection	Х	Х	Х	Х	Х		Х	Х	Х	Х		
Signal Improvements	Х	Х	Х	Х	Х		Х	Х		Х	Х	Х
Curb Cuts/Ramps	Х	Х	Х	Х	Х		Х	Х		Х		Х
Traffic Calming	Х	Х	Х	Х	Х					Х		Х
Coordinator Position		Х						Х				
Safety/Education Position		Х		Х		Х				Х		
Police Patrol		Х				Х				Х		
Safety Brochure/Book		Х		Х		Х		Х	Х		Х	
Training		Х		Х		Х		Х	Х		Х	
Technical Assistance		Х		Х				Х		Х	Х	

**RA** = Routine Accomodation

**BGT** = Budget

**CIP** = Capital Improvement Program

 ${\bf STP} = {\bf Surface\ Transportation\ Program}$ 

**HSIP** = Highway Safety Improvement Program

**402** = State and Community Highway Safety Program, Section 402

NHPP = National Highway Performance Program

CMAQ = Congestion Mitigation and Air Quality Improvement Program

RTP = Regional Trails Program

**P/P** = Public Private Partnerships

**C/R** = Private Construction

# CHAPTER 6 Prioritization Process

Establishing priorities is important because resources and timing generally don't allow for every project and improvement to be undertaken at once. It can be challenging for a community to decide which projects to implement first and which to pursue at a later date. A structured process to determine which projects meet the goals of the Pedestrian Plan can help in the decision making. It is recommended that the City of Wichita create a prioritization process to help with prioritizing infrastructure projects that can improve conditions for walking in Wichita (Strategy 10, Action 4). This process can be applied to projects that are specific to the pedestrian environment (such as Arterial Sidewalk Program projects), and to other projects that have pedestrian improvements as one component of many.

It is important that the prioritization process reflect community priorities and be flexible enough to make adjustments as needed. This chapter presents recommendations for categories and criteria that can used to help determine the relative priority for projects based on their alignment with this Plan's vision and goals, and the public input received during the planning process. Appendix H provides an example scoring system.

#### Does it improve pedestrian safety at priority intersections?

Pedestrians and motor vehicles interact the most at intersections, where their movements may conflict. This category could be used to prioritize projects that will improve City-identified priority pedestrian crossings (including marked crosswalks and intersections) (see Strategy 2 and Strategy 3). The criterion for this could consist of a yes or no response.

#### Does it serve students?

This category could be used to measure how projects might improve conditions for students to walk to school (including universities). Potential criteria might include the following:

- » Is the project within 0.25 miles of a school property?
- » Does the project travel along at least 500 feet an official City endorsed school walking route?
- » Does the project improve one or more pedestrian crossings within 0.25 miles of a school property?

#### Does it serve the senior population?

This category could be used to gauge how significantly a project could benefit the senior community, potential criteria might include the following.

- » Is the project within 0.25 miles of senior-focused housing and/or senior centers?
- » Does the project travel along at least 500 feet of a City endorsed senior walking route?

#### Does it fill in a gap in the existing system?

This category could help prioritize projects that complete / fill in gaps in the existing pedestrian network. This could be important because filling in system gaps is likely to benefit existing users more than the construction of new facilities. A more continuous network is also likely to encourage more people to walk and serves persons with disabilities. The criterion for this could consist of a yes or no response.

#### *Is it on a Safety Corridor?*

Based on a high-level crash analysis, three Safety Corridors have been identified for this Plan in Chapter 2. Based on the number of pedestrian crashes on these corridors, it is important to prioritize projects in these areas. These corridors are Broadway Avenue, Central Avenue, and Douglas Avenue. Projects in "top crash segments" of these corridors could be prioritized over projects that are on these corridors but not in the highest crash areas. Potential criteria for consideration include:

- » Is the project along at least a 500 foot length of a safety corridor?
- » Is the project along at least a 500 foot length of a "top crash segment" of a safety corridor?

#### Is it on a transit route?

Building connectivity within the community is a key goal of the Pedestrian Plan. Facilities within 0.25 miles of the Wichita Transit Center could be prioritized. Potential criteria for consideration are listed below:

- » Does a transit route intersect with the project?
- » Is the project wihtin 0.25 miles of the Wichita Transit Center?

#### Does it connect to retail / service destinations?

Wichita residents have indicated the high importance of providing walking connections to retail and service destinations. Projects that connect to retail/service destinations could be prioritized. One potential criterion that could be considered is listed below:

» Is the project within 150 feet of properties zoned: CBD; GC; LC; NO; NR; or PUD?

#### Does it connect to a public park or public amenity?

Providing access to parks and other public amenities is important to Wichita residents. Projects that connect to public parks or public services could be prioritized:

» Is the project within 150 feet of public parks and priority public service locations?

#### Does it address a public concern?

Finally, because the City of Wichita remains focused on serving its residents, projects addressing a public concern, such as comments submitted through the Wichita Reports mobile application or other documented concerns about issues such as perception of safety or a popular local destination could be prioritized.





#### INTRODUCTION \_

The following section describes the intent of the best practice recommendations for 30 street-related design treatments for pedestrians. The treatments are intended to be used as a toolbox for City staff and make the general public aware of options that can be applied to Wichita's streets to improve pedestrian safety and encourage walk trips, key elements of this Plan. Each treatment includes a definition, a description of the benefits of applying the treatment, design consideration, the crash reduction factor, a local photo example, a graphic depicting the best practices for design of the treatment, and other resources. The project team reviewed existing City and State design guidance and incorporated the latest national research into the recommendations. It is important to note that the City Engineer has discretion when selecting designs. The components of the treatment recommendations are outlined below:

**Description:** The description provides a definition of the treatment and the intended effect it can have on roadway safety when implemented properly. The description, coupled with a photograph of the treatment, can inform the public about the treatment and its intended effect.

**Benefits:** This section describes the benefits of the treatment to pedestrian travel. It may include benefits to other modes. City staff can review this section when weighing different treatment types to determine the best treatment for a specific location.

Considerations: While engineering judgment must be exercised to determine the correct treatment for a specific location, this section presents key factors that must, should, or may be taken into consideration when planning, designing, or implementing the treatment. Policy implications of the design treatments are described in Appendix I.

*Crash Reduction Factor:* The Crash Reduction Factor (CRF) is provided, when available. This factor is based on research that has been conducted on the effectiveness of specific treatments to reduce pedestrian-vehicle crashes. When the treatment is properly implemented, the crash reduction factor is the percentage decrease in crashes that can be expected. CRFs are available for about half of the

recommended treatments.

**Photograph:** The photo is intended to assist in defining the treatment. Where possible, a local example of the treatment is provided to illustrate a real life example of how the treatment is operating.

*Graphic:* The design graphic illustrates the best practices in design of the treatment. The graphic may include the relationship of the treatment to other elements in the roadway and provide important dimensions to consider.

**Resources:** Several relevant resources are provided for more in-depth design guidance or requirements.

#### STANDARD PRACTICE

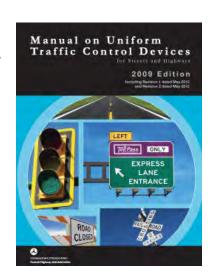
Guidance for the pedestrian design treatments was compiled from a variety of sources including national guidelines, and the City of Wichita's standards and best practices. The following documents are important references for standard practice for pedestrian facility design and installation. More detailed references can be found in the resources section for each design treatment.

#### Manual of Uniform Traffic Control Devices (MUTCD)

*Issuing Agency/ Organization:* Federal Highway Administration (FHWA)

**Level of Authority:** Standards, most of which are requirements ("shalls"). Some standards are flexible in that there may be more than one option for implementation.

*Overview:* The MUTCD is issued by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation (USDOT) to specify the standards by which traffic signs, road surface markings, and signals are designed, installed, and used. These specifications include the shapes, colors, fonts, sizes, etc., used in road markings and signs. In the United States, all traffic control devices, such as traffic signals must generally conform to these standards. The manual is used by state and local agencies and private design and construction firms to ensure



that the traffic control devices they use conform to the national standard. While some state agencies have developed their own sets of standards, including their own MUTCDs, they must substantially conform to the federal MUTCD, and must be approved by the FHWA. The Kansas Department of Transportation (KDOT) uses the federal MUTCD. Supplemental drawings and details pertaining to pavement markings can be found on the KDOT website.

American Association of State Highway Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities

Issuing Agency/Organization: American Association of State Highway Transportation Officials

Level of Authority: Guidelines

**Overview:** The AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities is a resource for the design, development, and maintenance of safe pedestrian facilities. The Guide presents a set of best practices for designing roadways that accommodate pedestrians. The information in the Guide is not intended to be strict standards nor is it all encompassing, rather it aims at providing guidance that should be used in conjunction with other regulations such as the MUTCD.

#### ADA/PROWAG

Issuing Agency/ Organization: U.S. Department of Justice/ Access Board

Level of Authority: Guidelines

*Overview:* The Americans with Disabilities Act (ADA, 1990, Public Law 101-336) is a broad civil rights statute that prohibits discrimination against people with disabilities in all areas of public life. The Department of Justice's ADA Title II implementing regulations apply to state and local government services, activities and policy making. As part of FHWA's regulatory responsibility under Title II of the ADA and Section 504 of the Rehabilitation Act of 1973 (504), the FHWA ensures that recipients of federal aid and state and local entities that are responsible for roadways and pedestrian facilities do not discriminate on the basis of disability in any highway transportation program, activity, service or benefit they provide to the general public; and to ensure that people with disabilities have equitable opportunities to use the public rights-of-way system.

The Access Board has developed proposed guidelines for public rights-of-way (PROWAG) that address various issues, including access for blind pedestrians at street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain. The proposed guidelines cover pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking and other components of public rights-of-way.



Number	Along the Roadway						
i	Sidewalk Zone						
1	Pedestrian Zone						
2	Building Frontage Zone						
3	Amenity Zone						
4	Buffer Zone						
5	Connector Trails						
	Access Management / Driveways						
6	Access Management / Driveways						
7	Driveway Design						
8	Driveways Near Intersections						
9	Driveway Consolidation						
10	Medians						
	Across the Roadway						
11	Crosswalk						
12	Crossing Island						
13	Mid-block Crossing						
	Signals						
14	Protected Left Turn Phase						
15	Pedestrian Signal						
16	Rectangular Rapid Flash Beacons						
	Lighting						
17	Illumination Along Corridors						

18	Illumination at Pedestrian Crossings
	Intersection Geometry
19	Curb Ramps
20	Curb Extension
21	Curb Radius
22	Right-turn Slip Lane
23	Modify Skewed Intersections
	Transit
24	Transit Stop Location
25	Transit Stop Design
26	Crossing Near Transit Stop
	Channelization
27	Road Diet
28	Width of Lanes
	Curbside Management
29	Back-In Angle Parking
	Traffic Calming
30	Mini Traffic Circle
31	Chicanes

Note: This design guidance is for the City of Wichita public projects and is not a requirement for private development.

# THE SIDEWALK ZONE

#### **OVERVIEW**

Sidewalks provide pedestrians with space to travel within the public right-of-way that is separated from motor vehicles. The Sidewalk Zone consists of three zones: the Frontage Zone, the Pedestrian Zone, and the Amenity Zone. In addition, a Buffer Zone between the motor vehicle travel land and the Pedestrian Zone can be created by the Amenity Zone, Curb Zone, or both. The zones may vary in terms of width and character depending on the adjacent land use, available right-of-way, and intended function. These zones help to organize the Sidewalk Zone and although the boundaries between the four sidewalk zones can

sometimes be blurred, each zone serves a distinct purpose.

Sidewalks are not only used for transportation, but for social interaction, lingering, and people-watching. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions where people walk in the street. Excessively wide sidewalks can create feelings of being overly exposed or vulnerable, which may result in decreased pedestrian activity. The preferred widths for each Sidewalk Zone are provided below.



# THE PEDESTRIAN ZONE



#### DESCRIPTION

The Pedestrian Zone is the walkable area within the Sidewalk Zone. It should be continuous, clear of obstacles and provide a unobstructed passageway for pedestrians to access street crossings and adjacent amenities.

#### BENEFITS

- Sidewalks make walking an easy choice between destinations, they create a network for pedestrian travel throughout the city.
- Sidewalks make access to transit possible since the majority of transit users walk between their destination and transit stops.
- Sidewalks provide public social space.
- Sidewalks provide space for utilities, signs, and amenities such as bus shelters or waiting areas, bicycle parking, public seating, public art, newspaper stands, trash and recycling receptacles, and greenscape elements.

#### **DESIGN CONSIDERATIONS**

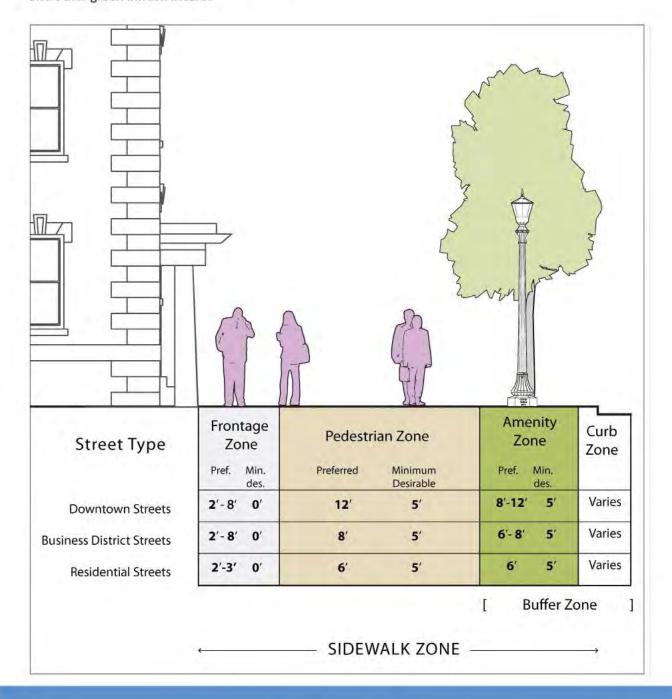
- Refer to ADA requirements for sidewalk design. All new sidewalks and curb ramps shall comply with ADA regulations (see Resources).
- The Pedestrian Zone must meet load-bearing, friction, and other requirements as per relevant standard design specifications and regulations.
- The Pedestrian Zone should be clear of any obstructions including utilities, traffic control

- devices, trees, and furniture.
- The area within 18 inches of the face of curb should be kept free of all obstructions.
- The width and design of sidewalks will vary depending on street type, demand, and available right-of-way.
- The Pedestrian Zone should, as much as possible, keep to the natural path of pedestrian travel parallel to the roadway. Ideally, they will be located in a position that naturally aligns with crosswalks at intersections.
- It may be desirable in some locations for the Pedestrian Zone to curve to form a more direct route to an intersecting walkway, to preserve significant trees, or to provide a greater degree of separation between the sidewalk and the roadway.

#### **POLICY CONSIDERATIONS**

- When reconstructing sidewalks and relocating utilities, all above ground utility access points should be relocated outside of the Pedestrian Zone, where practicable to reduce slip and trip hazards.
- In certain contexts (e.g., business districts, historic areas, major transit stops) pavement materials such as brick, stone or textured concrete may be desired. In such cases a maintenance agreement that identifies the entity responsible for ongoing maintenance will be required.

 Consider stormwater mitigation where feasible, through use of permeable paving, drainage swales and other green infrastructure.



RESOURCES: AASHTO Pedestrian Guide for the Planning, Design, and Operation of Pedestrian Facilities.

Designing Sidewalks and Trails for Access: Ch. 4 Sidewalk Design Guidelines and Existing Practices: http://www.fhwa.dot.gov/environment/bicycle\_pedestrian/publications/sidewalks/chap4b.cfm

# **BUILDING FRONTAGE ZONE**

#### DESCRIPTION

The Building Frontage Zone is the area between the Pedestrian Zone and building frontages, which may incorporate public right-of-way (where available) or private property (where building setbacks have been provided). The Building Frontage Zone provides a buffer for pedestrians and bicyclists from opening doors and architectural elements, signs and may also provide space for sidewalk cafés, store entrances, window shopping or landscaping.

#### BENEFITS

- The Building Frontage Zone provides room for elements that enliven the street and create visual interest for pedestrians.
- The Building Frontage Zone announces building entrances and the occasional café.

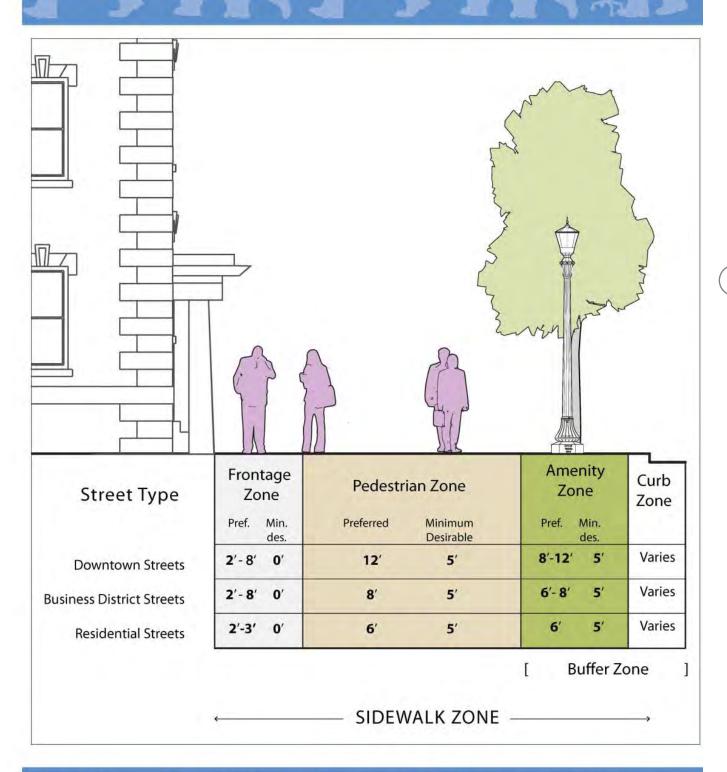
#### **DESIGN CONSIDERATIONS**

- Where buildings are located against the back of the sidewalk and constrained situations do not provide width for the Building Frontage Zone, the effective width of the Pedestrian Zone is reduced by 1 foot, as pedestrians will shy from the building edge.
- The Building Frontage Zone should be maximized to provide space for cafés, plazas, and greenscape elements along building facades, but not at the expense of reducing the Pedestrian Zone beyond the recommended minimum widths.
- The minimum width of the Building Frontage Zone necessary to accommodate sidewalk cafes is 6 feet (see Resources).
- On-site bicycle parking should be conveniently located in relation to building entrances.

#### **POLICY CONSIDERATIONS**

- Consider requiring primary building entrances to be visible and directly accessible from the sidewalk.
- Parking encroachment from adjacent parking lots into the Sidewalk Zone should be avoided with the use of appropriate set-backs or barriers such as wheel stops or curb on private property, or by requiring a widened Frontage Zone as a revision to the building code or Wichita Municipal Code.





RESOURCES:

Sidewalk Cafe Application Requirements: http://wichitaks.granicus.com/MetaViewer.php?view\_id=2&clip\_id=1736&meta\_id=102355

Wichita Municipal Code: Parkinglot Screening and Landscaping: http://library.municode.com/index.aspx?clientld=14166

# CHAPTER 7: DESIGN TREATMENTS FOR PEDESTRIANS

# **AMENITY ZONE**

#### DESCRIPTION

The Amenity Zone is the area between the Curb Zone and the Pedestrian Zone. This is where vegetation, utilities, bike parking and street furniture should be located. This zone organizes objects away from pedestrian flow, and simultaneously provides a buffer for pedestrians from the roadway, space for stormwater management, and snow storage. Sidewalk cafes and public art may also be placed within this zone. A buffer between pedestrians in the Pedestrian Zone and motor vehicle traffic creates greater levels of comfort and safety. When the Amenity Zone is not present, parking and bike lanes in the Curb Zone can create an adequate buffer (See Curb Zone). Vertical objects in the Amenity Zone must be strategically placed to not obstruct sight lines, avoid damage from vehicles on the street, and to allow for access to and from parked cars and transit stops.

This zone should also be designed to accommodate winter snow storage and prevent snow from obstructing the Pedestrian Zone. Green infrastructure elements should be designed to make use of stormwater runoff from the sidewalk and/or the street.

The Amenity Zone is where street trees and additional vegetation can be planted. The dimensions of this zone should be taken into consideration when selecting trees and vegetation so that plantings are appropriately accommodated and do not damage the sidewalk as they mature.

#### BENEFITS

- If parking and bike lanes are absent from the street, then the Amenity Zone serves as part of the Buffer Zone. In that case, the Amenity Zone improves the comfort of pedestrians by distancing them from passing traffic, and the splash zone.
- This Zone provides space for the slope of driveway ramps so that the Pedestrian Zone remains level.
- Keeps the Pedestrian Zone free from obstructions by providing space in which to organize street amenities and utilities.



#### CONSIDERATIONS

- Curbside sidewalks should be provided only in extreme circumstances where right-of-way is constrained and adjacent property is built-out.
- Where minimum 6 foot Amenity Zone widths cannot be provided due to right-of-way constraints, parked cars and/or bicycle lanes can provide an acceptable buffer zone.
- Utilities, street trees, and other sidewalk furnishings should be set back from curb face a minimum of 18 inches. Allow 3.5 feet for trees
- The minimum width of the Amenity Zone necessary to accommodate sidewalk cafes is 8 feet (including 2 feet of clearance from face of curb.
- Areaways and vaults (empty space under the sidewalk) may limit the possibility of having plantings and street trees).
- To avoid sign clutter, attach new signs to existing poles where appropriate.

#### POLICY CONSIDERATIONS

- For new developments in business districts and where opportunities are available to create additional width, site designs should accommodate wider sidewalks with generous Amenity Zones in the future.
- Permeable paving may be considered where appropriate. Refurbished, reused and recycled materials should be considered.

#### **Downtown Streets**

The Amenity Zone is characterized by planters and highquality finishes. Street furniture, bike parking, public art, wayfinding, sidewalk cafes and unobtrusive utility elements are featured in the Amenity Zone.

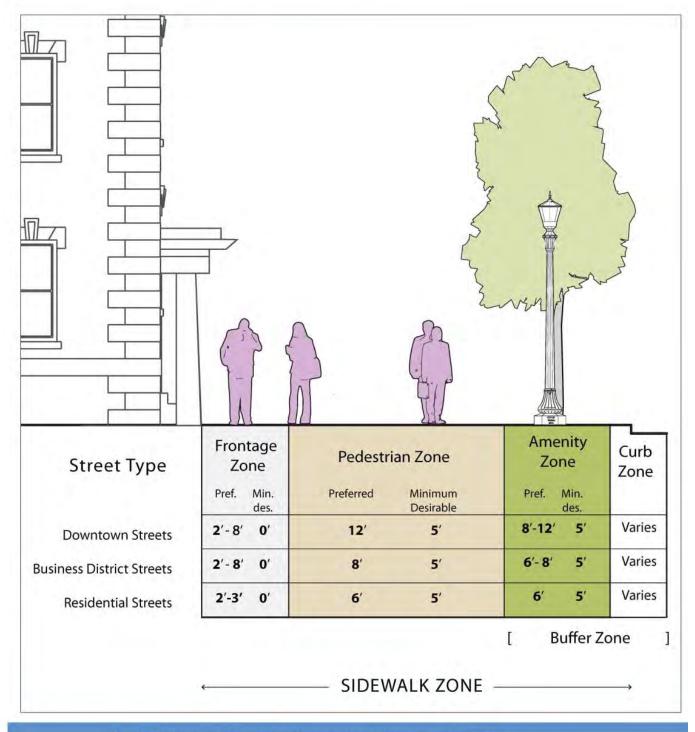
#### **Business District Corridors**

The Amenity Zone should be as generous as possible and flexible in order to accommodate green infrastructure, public art, transit amenities, sidewalk cafes and public space that supports a variety of activities. Amenity Zone widths can range from 6 feet to 12 feet.

#### Minimum Lateral Clearances from Objects

From	То	Clearance			
Fixed object	Curb face with parking	18 inches (except trees)			
Fixed object	Pedestrian Zone	1 foot			
Fixed object	Pole face, sign post, fire hydrant	5 feet			
Bicycle parking	Curb when adjacent to parking	3 feet			
Bicycle parking	Curb when adjacent to vehicle travel lane	2 feet			
Bicycle parking	Street trees and street furniture	1 foot			
Tree (Centerline)	Face of curb	3.5 feet			
Tree (Centerline)	Sidewalk or sidewalk landing	2 feet			
Tree (Centerline)	Driveway	7.5 feet			
Tree (Centerline)	Edge streetlight poles	20 feet			
Tree (Centerline)	Edge of fire hydrants	5 feet			

# **AMENITY ZONE CONT.**



Bicycle Parking Guidelines: http://www.apbp.org/?page=publications

Project for Public Spaces Bench Resources: http://www.pps.org/reference/benches/

RESOURCES: PROWAG: http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-

rights-of-way/guidance- and-research/accessible-public-rights-of-way-planning- and-design-public-rights-of-way-planning- and-design-public-rights-of-way-p

for-alterations/chapter-5%E2%80%94model-sidewalks

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# **BUFFER ZONE**



#### DESCRIPTION

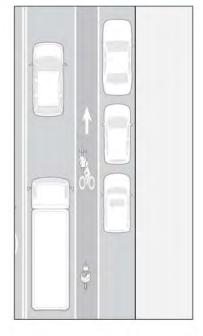
The Buffer Zone is the area between the motor vehicle travel lane and the Pedestrian Zone and/or parking lane. The Buffer Zone can be created by on street parking, the Amenity Zone, or both. It provides a buffer to the Pedestrian Zone from moving motor vehicle traffic. The Buffer Zone is frequently created by the presence of street trees, planting strip, or bike lane.

#### BENEFITS

- A buffer from moving motor vehicle traffic makes the sidewalk a more pleasant place to walk.
- On Downtown streets and within business districts buffers allow for more activity on the sidewalk such as sidewalk cafes, benches and other pedestrian amenities.
- The Buffer Zone eliminates the "splash zone", buffering pedestrians from the likelihood of getting splashed by puddled water or snow that can collect in the gutter.
- For roadways without an Amenity Zone the Curb Zone can improve the comfort of the sidewalk by creating space between moving motor vehicles and pedestrians with parking or bike lanes.
- Parking lanes provide a physical barrier between motor vehicle traffic and the sidewalk.

#### **DESIGN CONSIDERATIONS**

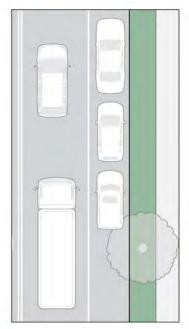
- Downtown and Business District streets or streets with higher pedestrian volumes benefit from both an Amenity Zone and a Curb Zone to increase the comfort of the sidewalk and sidewalk activities such as sidewalk cafes.
- Parking in the Curb Zone may be parallel, perpendicular, angled or back-in angle parking. The parking configuration should be determined based on the characteristics of the street. Back-in angle parking is preferred over perpendicular or angled parking in business districts for multiple reasons (see Back-in Angle Parking).
- Additional uses of the Buffer Zone include in-street bike parking, seating and parklets.





Parking and bike lanes can function as Curb Zone buffers to comfortably distance pedestrians and the sidewalk from moving vehicles. The combination of bike lanes and parking as buffer to the street is the most comfortable for pedestrians. This buffering is effective on high volume pedestrian streets or where there are sidewalk cafes.





Any of the Curb Zone buffers combinations can be paired with an Amenity Zone to provide an additional buffer to the sidewalk.

RESOURCES:

Wichita Bicycle Master Plan: http://www.wichita.gov/Government/Departments/Planning/

Pages/Bicycle.aspx

Downtown Wichita Streetscape Design Guidelines: http://www.wichita.gov/Government/
Departments/Planning/NR/NR Documents/Downtown Wichita Streetscape Design

Guidelines.pdf

# **CONNECTOR TRAILS**



#### DESCRIPTION

Connector Trails are short off-road segments of trail that provide bicycles and pedestrians access between subdivisions, neighborhoods, parks, schools, and business.

There are several strategies for providing connector trails in new and established developments. Several ways to create them are through policy, ordinance, easements, or for existing developments through written agreement with adjacent property owners.

#### BENEFITS

- Connector Trails can provide a more direct route between subdivisions when the street system is circuitous or walking long distances on collector arterials is required.
- Encourage walking between neighborhoods or along walking routes to schools or parks.
- Connector trails shorten distances for pedestrians.
- Exposure to traffic is limited or reduced when residential streets and trails are used rather than arterial streets.
- Connector trails offer more walking route choices within a subdivision.

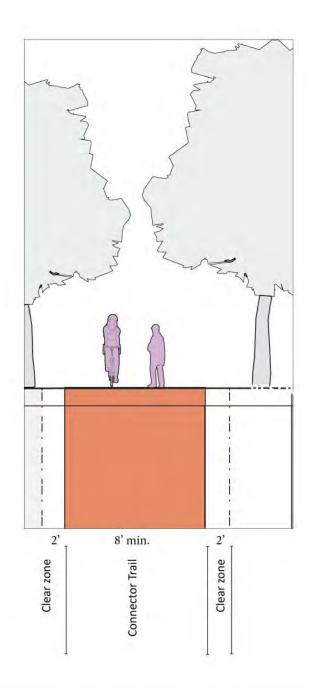
#### **DESIGN CONSIDERATIONS**

- Connector Trails intended for use by bicycles should be designed to meet adopted guidelines. This includes widths, clearance, design speed, stopping and sight distance.
- Connector Trails intended for use by pedestrians must meet accessibility requirements under the Americans with Disabilities Act (ADA).
- If parallel to a roadway the grades may meet but not exceed the grade of the adjacent roadway.
- If not next to a roadway, the grade should not exceed 5 percent (see resources).
- Trail entrances and exits should take roadway conditions into consideration and if possible located near enhanced street crossings.
- Connector trails should be a minimum of 8 feet wide.
- Connector trails should be tied into the existing sidewalk or pathway network.
- Connector Trails can be marked with wayfinding or bollards for easy identification.

#### POLICY CONSIDERATIONS

Connector trails can be established through various policy mechanisms in existing and new developments:

- Voluntary easement
- Easement required at time of property sale
- · Development regulations
- Utility easements (may be included in easement for

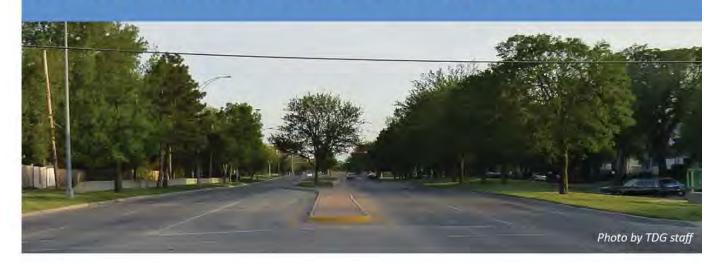


**RESOURCES:** 

AASHTO Pedestrian Guide for the Planning, Design, and Operation of Pedestrian Facilities. Designing Sidewalks and Trails for Access: Ch. 4 Sidewalk Design Guidelines and Existing Practices:http://www.fhwa.dot.gov/environment/bicycle\_pedestrian/publications/sidewalks/chap4b.cfm

http://walking.wichita.gov

# **ACCESS MANAGEMENT / DRIVEWAYS**



#### OVERVIEW AND DESCRIPTION

Access management reduces crashes by reducing the number of motor vehicle turning movements across travel lanes, bike lanes and the sidewalk. Access management strategies include consolidating turning movements, particularly left-turns, through median installation, interconnecting parcels with service roads or internal connections, and reducing the number and size of driveways, particularly near intersections.

The following design treatments, included on the following pages, may be integrated into an Access Management plan for a given roadway:

- Driveway Design
- Driveways Near Intersections
- Driveway Consolidation
- Median

Access management improves safety for drivers and pedestrians. Multi-lane roadways without medians present particular challenges to both pedestrians and motorists as motorists turning left into a driveway are focused on finding gaps in on-coming traffic. While focusing on gaps in traffic, the motorists' sight lines of potentially conflicting pedestrians are blocked by the approaching vehicles. Motorists often accelerate rapidly to clear a gap on multi-lane roadways which puts the pedestrian at risk when walking along the roadway.

Access management should be employed with sensitivity to the character and social function of the street. Access management can improve the safety and character of wide streets that benefit from the installation of median trees to soften and visually narrow the roadway. On main streets with business and pedestrian activity on both sides, the installation of medians should be carefully assessed to maintain visual connections between both sides of the street.

- Minimize the number of driveways particularly along commercial corridors, in order to minimize sidewalk conflicts.
- As an access management principle, avoid locating driveways within the functional area of an intersection to reduce the potential for conflicts with turning vehicles and pedestrians in the crosswalk.

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#### DESCRIPTION

Driveways provide access to businesses and residences from public streets and in doing so often intersect with sidewalks creating occasions for conflict between pedestrians and vehicles.

#### BENEFITS

When driveways are properly designed, they:

- Reenforce the law that pedestrians have the right of way.
- Provide an even, continuous walking surface for comfortable pedestrian travel particularly for those with disabilities and wheelchair users.

#### **DESIGN CONSIDERATIONS**

Driveways occur wherever there are land uses that require vehicle access from the street network. To the extent possible:

- Design driveways to look like driveways, not roadway intersections, and incorporate the following design principles:
  - » Clearly delineated the pedestrian zone across the driveway with sidewalk pavement treatment.
  - Have continuous sidewalks across driveways at a continuous grade and cross-slope and driveway ramps that are contained within the Amenity Zone and do not intrude on the pedestrian travel way.
  - The Pedestrian Zone should be a minimum 6' feet clear width.
  - The Pedestrian Zone should be consistent with current standards and have a 1% cross

- slope (no more than a 2%) to ensure that all pedestrians using wheeled mobility devices can safely cross the driveway.
- Turning radii that use minimized (5 to 15 feet) to the extent feasible to prevent high speed turning movements. Ramp style driveway designs are preferred over full curb radii designs.
- Include smaller driveway widths (12 to 16 feet for one-way, 20 to 24 feet for two-way, 24 to 36 feet for heavy trucks).
- In locations where a driveway must function as an intersection e.g., to a major shopping area, pedestrian safety can be enhanced by including features such as crosswalks, small corner radii, and pedestrian signal heads as part of a signalized intersection.
- Truncated domes should not be used where driveways cross the sidewalk zone unless the driveway is functioning as a leg of an intersection, i.e. curb ramps are present.
- Site obstructions (signs, landscaping, building appurtenances) should be minimized to improve visibility between turning motorists and pedestrians.
- Consider retrofit options such as signalization, crosswalks etc., for certain high speed driveways.

#### POLICY CONSIDERATIONS

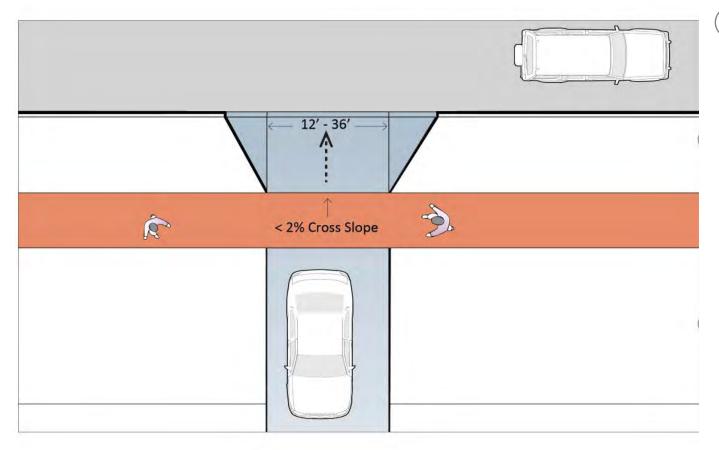
Review and update the city of Wichita Driveway Design Standards Plates

BELOW: Clearly maintain the sidewalk through driveway crossings. This messages to motorists that pedestrians have the right-of-way.

RIGHT: Where feasible, design driveways with ramps rather than curb radii to look and function less like roadway intersections.



Federal Highway Administration (FHWA) Designing Sidewalk and Trails for Access.



**RESOURCES:** 

FHWA Designing Sidewalks and Trails for Access, http://www.fhwa.dot.gov/environment/bicycle\_pedestrian/publications/sidewalks/chap4b.cfm
AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities
City of Wichita Design Plates

# DRIVEWAYS NEAR INTERSECTIONS



#### DESCRIPTION

As an access management principle, driveways should be avoided within the functional area of an intersection to reduce the potential for conflicts associated with turning vehicles.

#### BENEFITS

 Distancing driveways from intersections improves visibility of pedestrians and limits conflicting turn movements.

#### **DESIGN CONSIDERATIONS**

 Refer to Access Management Guidelines for Driveway Placement, Right-of-way & Easement Requirements and Traffic Impact Studies (see Resources).

#### Major Arterial Intersections:

- For right-in/right-out driveways provide a minimum of 200 feet from the intersection.
- For full turn movement driveways provide a minimum of 400 feet from the intersection
- Minimize the number of driveways particularly along commercial corridors, in order to minimize sidewalk conflicts.

#### Residential Street Driveways:

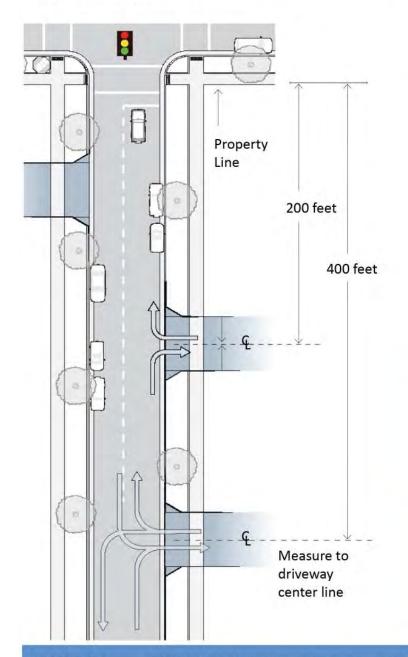
- Provide a minimum of 20 feet between uncontrolled intersections and adjacent residential street driveways.
- In locations where a driveway functions as part of an intersection, it should be designed with pedestrian safety features such as crosswalks, small corner radii, and pedestrian signal heads if signalized.

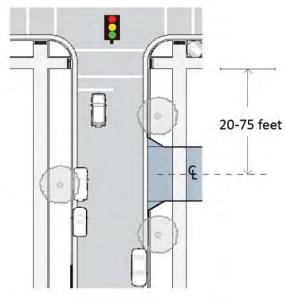
#### POLICY CONSIDERATIONS

- For new development, incorporate Access Management Guidelines into the site review process.
- For redevelopment projects, provide guidance for consolidation of driveways per the Access Management Guidelines. Review and remove redundant driveways at locations with high levels of pedestrian use such as downtown and neighborhood commercial areas.
- Review and update the City of Wichita Building Code for draveway placement in relation to intersections.
- Review all public and private projects to ensure that driveways are either removed or relocated from close proximity to intersections.
- If driveway consolidation is possible, remove the driveway entrances closest to the intersection.
- Review and revise the Access Management
   Guidelines to specify how the measure the distance of the driveway from the property line.

#### **ARTERIAL STREET / COMMERCIAL DRIVEWAYS**

#### RESIDENTIAL STREET / RESIDENTIAL DRIVEWAYS





# Commercial driveway setbacks near arterial street intersections:

- 200 feet: Right-in/Right-out Driveways
- 400 feet: Full Turning Movement Driveways

#### Residential street driveway setbacks:

- 20 foot min.: Unsignalized intersection
- 40 feet min.: Signalized intersection

**RESOURCES:** 

A Guide for Including Access Management in Transportation Planning. NCHRP Report 548:http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\_rpt\_548.pdf
PEDSAFE: Driveway Improvements. http://www.pedbikesafe.org/PEDSAFE/
countermeasures\_detail.cfm?CM\_NUM=20

Access Management: Guidelines for Driveway Placement, Right-of-Way & Easement Requirements, And Traffic Impact Studies: http://www.wichita.gov/Government/Departments/PWU/StandardsTraffic/Access%20Management.pdf

# DRIVEWAY CONSOLIDATION



#### DESCRIPTION

Fewer driveways reduce the number of turning movements in and out of a development. The small arrows depict the number of turning movements with three driveway entrances to a single development. The larger arrows illustrate the number of turning movements if one driveway is provided.

Providing adequate space between driveways reduces vehicle turning conflicts. The required distances between driveways is 200 feet for right-in-right out driveways and 400 feet between driveways that accommodate all turning movements.

#### BENEFITS

- Crash rates decrease as driveway density decreases on a roadway (i.e., number of driveways per mile).
- Limiting and consolidating vehicle access points by installing medians and reducing the number of driveway entrances benefits pedestrians and bicyclists and can also improve traffic operations by redirecting motor vehicles to make turns intersections with appropriate traffic control devices.
- Distancing driveways from intersections improves visibility of pedestrians and limits conflicting turn movements (see Driveways Near Intersections).

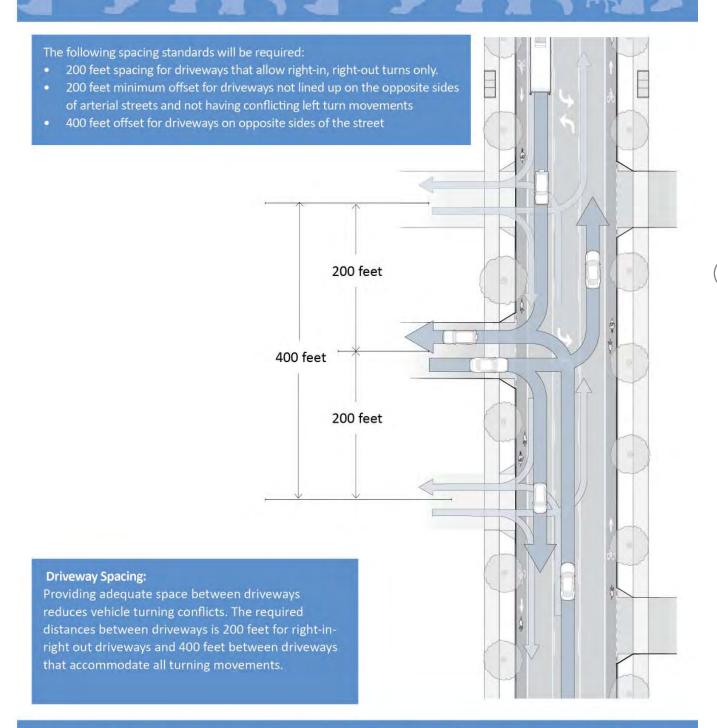
#### DESIGN CONSIDERATIONS

 Access management strategies should be considered where numerous driveways or

- excessively wide driveways impede pedestrian travel or create unnecessary potential conflicts between vehicles, bicycles, and pedestrians.
- On major arterials the City of Wichita requires minimum driveway spacing to provide sufficient distance between driveways for driver expectancy and traffic flow purposes.
- On the approaches to major intersections, install center medians with a minimum length of 300 feet and width of 4'. Medians at intersection approaches require motor vehicles to turn at the signalized intersection rather than into mid-block driveways which reduces the change of collision with pedestrians walking along the side of the roadway.

#### **POLICY CONSIDERATIONS**

- Systematically review and remove redundant driveways at locations with high levels of pedestrians. Use in areas such as downtown and in business districts. (Also see Driveways Near Intersections).
- Review all public and private projects to ensure that driveways are either removed or relocated from close proximity to intersections.
- If driveway consolidation is possible, remove the driveway entrances closest to the intersection.
- On major arterials there are minimum driveway spacing requirements to provide sufficient distance between driveways for driver expectancy and traffic flow purposes.



RESOURCES: A Guide for Including Access Management in Transportation Planning. NCHRP Report 548: http://

onlinepubs.trb.org/onlinepubs/nchrp/nchrp\_rpt\_548.pdf

PEDSAFE: Driveway Improvements. http://www.pedbikesafe.org/PEDSAFE/

countermeasures\_detail.cfm?CM\_NUM=20

Access Management: Guidelines for Driveway Placement, Right-of-Way & Easement

Requirements, And Traffic Impact Studies: http://www.wichita.gov/Government/Departments/PWU/

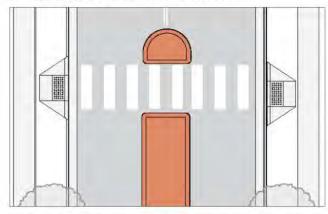
# MEDIAN

#### DESCRIPTION

Medians are raised barriers in the center portion of the roadway used to manage vehicle access to adjacent land uses and associated parking.

#### BENEFITS

- Medians reduce potential conflicts associated with turning vehicles.
- Medians can provide a refuge for pedestrians at crossing locations (see Crossing Island treatment).
- They can provide space for trees and other landscaping that, in turn, can help change the character of a street and reduce vehicle speeds.
- Medians also have benefits for motorist safety when they replace center turn lanes.



Mid-block pedestrian crossings in medians provide a refuge for pedestrians and reduce their exposure to traffic.

#### CONSIDERATIONS

 Signalized intersections with medians should be designed to allow pedestrians to cross the entire roadway during a single signal cycle without a pushbutton in the median.

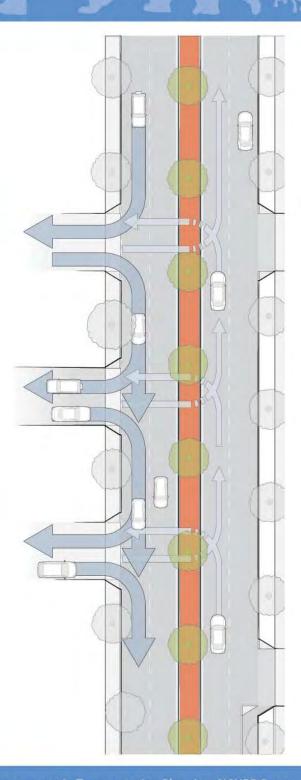
Photo by TDG

- On the approaches to major intersections, install center medians with a minimum length of 300 feet and width of 4 feet. Medians at intersection approaches require motor vehicles to turn at the signalized intersection rather than into mid-block driveways which reduces the change of collision with pedestrians walking along the side of the roadway.
- Desired turning movements of motor vehicles, need to be adequately provided so that motorists are not forced to travel on inappropriate routes, such as residential streets or make unsafe u-turns.
- Continuous medians may not be the most appropriate treatment in every situation; separating opposing traffic flow and eliminating left-turn friction can increase traffic speeds by decreasing the perceived friction between opposing traffic lanes.
- Medians may take up space that can be better used for wider sidewalks, bicycle lanes, sidewalk buffers, or onstreet parking and can cause problems for emergency vehicles.
- Sidewalks should not be reduced in width or bike lanes eliminated or precluded in order to provide space for a median.
- Under the right conditions, medians can be constructed in sections, creating an intermittent rather than continuous median.
- Medians are an opportunity to install pervious pavement.
- · Medians can result in increased motor vehicle speeds.
- Medians can increase the sense of separation between opposing block faces.
- The maintenance of medians can increase the maintenance responsibilities of the City.
- Consider the use of drought tolerant plants.



Medians can provide access management by reduce the number of turning movements, notably left turns, across the sidewalk.

The larger arrows depict the turning movements with the presence of a median. Only right turns are allowed in and out of driveways.

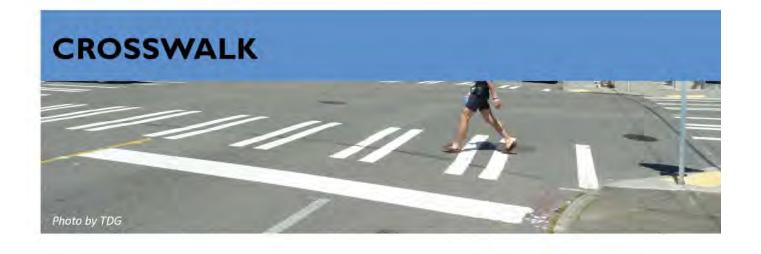


RESOURCES: A Guide for Including Access Management in Transportation Planning. NCHRP Report 548:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\_rpt\_548.pdf

AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities

2009 MUTCD



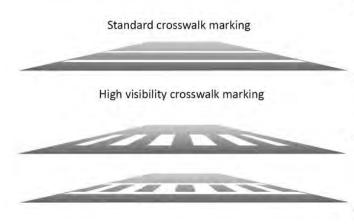
#### DESCRIPTION

Marked crosswalks delineate optimal or preferred location for a pedestrian to cross a street, and indicate to motorists where to expect pedestrians. Crosswalk are patterned brick and/or pavement markings. Pavement markings must follow one of the styles as shown in the Manual for Uniform Traffic Control Devices (MUTCD). These include high visibility crosswalks (e.g. ladder style) and lower visibility (e.g. parallel bars). Markings can be installed using white paint, thermoplastic or other pavement marking material. Brick crosswalks are standard.

#### BENEFITS

- Aid drivers in seeing the crosswalk, not just the pedestrian.
- Direct pedestrians to preferred crossing locations
- Define the path of pedestrian travel.

#### CONSIDERATIONS



#### General

- Marked crosswalks should be aligned with the approaching sidewalk and should be located to maximize the visibility of pedestrians while minimizing their exposure to conflicting traffic. Crosswalk placement should balance the need to extend the desired pedestrian walking path with orienting the crosswalk perpendicular to the curb; perpendicular crosswalks minimize crossing distances and therefore limit the time of exposure.
- Marked crosswalks should be at least 10 feet wide or the width of the approaching sidewalk if it is greater. In areas of heavy pedestrian volumes such as downtown, crosswalks should be wider (e.g. 14 to 20 feet).
- Americans with Disabilities Act (ADA)-compliant curb ramps should direct pedestrians into the crosswalk.
   The bottom of the ramp should lie within the area of the crosswalk (flares do not need to fall within the crosswalk).
- Standard parallel line markings are acceptable (per MUTCD), however they may be less visible to motorists.
- The design of marked crosswalks at uncontrolled locations should incorporate additional crossing treatments depending on the number of travel lanes, vehicle speed, and the volume of vehicles in a given location.
- The use of brick to identify a crossing must also include MUTCD compliant parallel markings demarcating the crosswalk extent.
- Advance stop lines at stop-controlled and signalized intersections, when used, should be striped no less than 4 feet and no more than 30 feet from the edge of the crosswalk.
- Use crosswalk marking materials that are non-skid and retroreflective.

- High visibility (ladder) style crosswalks should be used at more prominent crossings, while parallel (two lines) can be used elsewhere.
- Implementation strategy: secure funding and establish a program to remark all crosswalk over several years per the existing maintenance protocol.

#### Crosswalks at uncontrolled locations

Crosswalk installation at uncontrolled locations requires careful consideration. The table below contains guidelines for intersection and mid-block locations with no traffic signals or stop sign on the approach to the crossing. They do not apply to school crossings. Crosswalks should not be installed at locations that could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex or confusing roadway geometry, substantial volumes of heavy trucks, etc. without first providing adequate design features and/or traffic

control devices. Adding crosswalks alone will not make a crossing safer, or necessarily result in more vehicles stopping for pedestrians. Whenever marked crosswalks are installed, it is important to consider other pedestrian facility enhancements, as needed, to improve the safety of the crossing (e.g., raised median, traffic signal, roadway narrowing, enhanced overhead lighting, traffic calming measures, bump outs).

- These are general recommendations; good engineering judgment should be used in individual cases for deciding where to install crosswalks.
- Where speed limit exceeds 40 mph, marked crosswalks alone should not be used at unsignalized locations.

General Guidelines for Installing Marked Crosswalks and Other Needed Pedestrian Improvements at Uncontrolle	:a
Intersections*	

-	Vehicle Average Daily Traffic (ADT)											
	9,000 or fewer Speed Limit (MPH)			9,000 - 12,000 Speed Limit (MPH)			12,000 - 15,000 Speed Limit (MPH)			More than 15,000 Speed Limit (MPH)		
Number of Lanes	30	35	40	30	35	40	30	35	40	30	35	40
Two Lanes	Α	Α	В	Α	Α	В	Α	Α	С	Α	В	С
Three Lanes	Α	Α	В	Α	В	В	В	В	С	В	С	С
Four or More Lanes with Raised Median	Α	Α	В	Α	В	С	В	В	С	С	c	С
Four or More Lanes w/o Raised Median	Α	В	С	В	В	С	С	С	С	С	С	С

A = Candidate Site for Marked Crosswalk . Marked crosswalks must be installed carefully and selectively. Before installing new marked crosswalks, an engineering study is needed to show whether the location is suitable for a marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volumes, vehicle speeds, sight distance, vehicle mix, etc., may be needed at other sites.

B = Possible Increase in Pedestrian Crash Risk May Occur if Crosswalks Are Added without Other Pedestrian Facility Enhancements. These locations should be closely monitored and enhanced with other pedestrian crossing improvements, if necessary, before adding a marked crosswalk.

C = Marked Crosswalks Alone Are Insufficient, Since Pedestrian Crash Risk May Be Increased By Providing Marked Crosswalks Alone. Consider using other treatments, such as traffic signals with pedestrian signals, to improve crossing safety for pedestrians.

\* Adapted from Zegeer, C.V., Stewart, R.J., Huang, H.H., and Lagerwey, P.A. Safety Effects of Marked Vs. Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines. FHWA-RD-01-075. Federal Highway Administration, Washington, D.C., 2002.

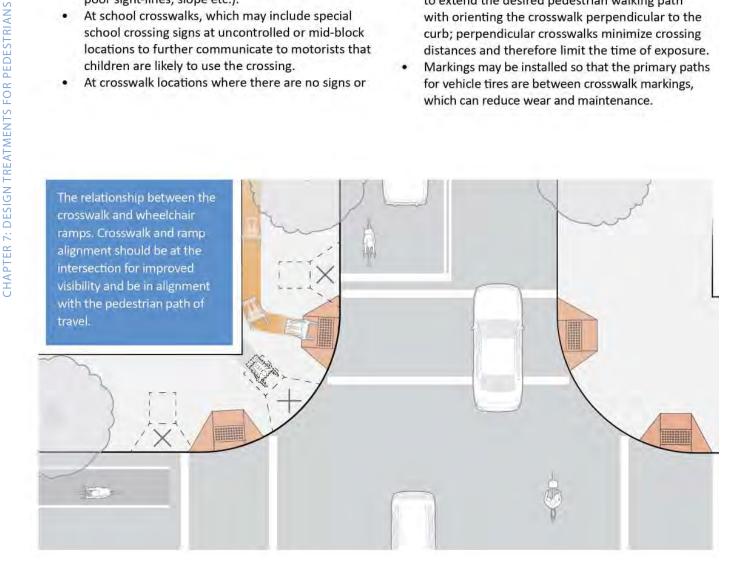
# CROSSWALKS CONT.

#### Marked Crosswalks

Marked crosswalks may be installed in the following locations and may also include additional signing:

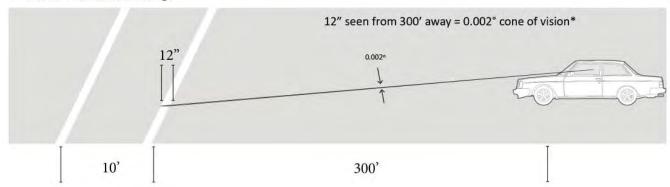
- Locations where traffic is controlled by traffic signals or signs such as a four-way stop. Signalized intersection crosswalks are typically marked at all four crossings where there are sidewalks leading to the intersection. In some cases there may be specific reasons to direct pedestrians to a particular crossing, and therefore not mark one or more legs of the intersection. At stop-controlled intersections all four legs may be marked or only two depending on whether there are reasons to direct pedestrians to a preferred crossing (e.g. poor sight-lines, slope etc.).
- At school crosswalks, which may include special school crossing signs at uncontrolled or mid-block locations to further communicate to motorists that children are likely to use the crossing.
- At crosswalk locations where there are no signs or

- signals to control traffic, use the decision making factors described on the previous page.
- At mid-block locations, including pedestrian or off-road path crossings. These crosswalks may be accompanied by warning signs, advanced stop bars or other crossing treatments depending on the roadway traffic conditions. Mid-block locations must be marked to be a legal crossing.
- It is recommended that a higher priority be placed on the use of marked crosswalks at locations having a minimum of 20 pedestrian crossings per peak hour (or 15 or more elderly and/or child pedestrians per peak hour).
- Crosswalk placement should balance the need to extend the desired pedestrian walking path with orienting the crosswalk perpendicular to the curb; perpendicular crosswalks minimize crossing distances and therefore limit the time of exposure.
- Markings may be installed so that the primary paths for vehicle tires are between crosswalk markings, which can reduce wear and maintenance.





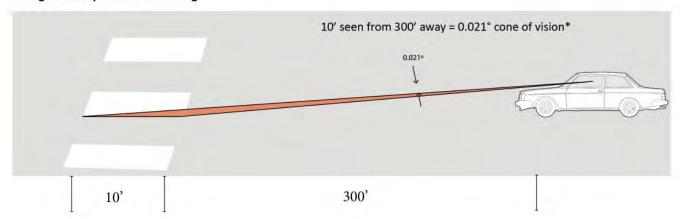
#### Standard crosswalk marking







High visibility crosswalk marking



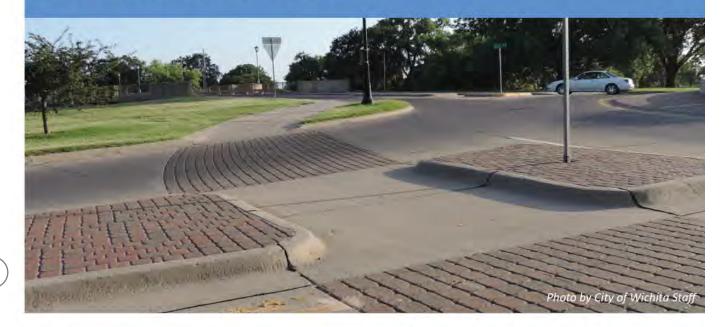
\*Assumes a constant grade

RESOURCES: Manual on Uniform Traffic Control Devices Section 3B.18 Crosswalk Markings http://mutcd.fhwa.dot.

gov.pdfs/2009/part3.pdf

PedSafe—Marked Crosswalks and Enhancements FHWA—Designing Crosswalks and Trails for Access

# CROSSING ISLAND



#### DESCRIPTION

Crossing islands (also known as center islands, refuge islands, pedestrian islands, or median slow points) are raised islands placed in the center of the street at intersections or mid-block.

#### BENEFITS

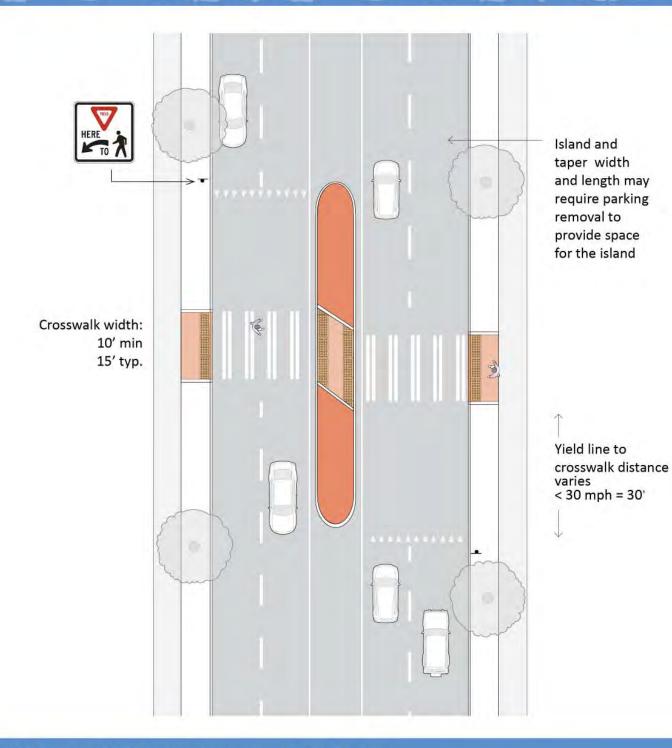
- Crossing islands allow pedestrians to deal with only one direction of traffic at a time by enabling them to stop partway across the street and wait for an adequate gap in traffic before crossing the second half of the street.
- Crossing islands are effective at reducing crashes at uncontrolled locations on busy multi-lane roadways where gaps are difficult to find, particularly for slower pedestrians, such as pedestrians with disabilities, older pedestrians and children.

#### CONSIDERATIONS

The design of crossing islands and incorporation of additional crossing treatments depends on the number of travel lanes, vehicle speed, and the volume of vehicles in a given location.

- Crossing islands should be a minimum of 6' wide to accommodate the typical width of a bicycle; however, the recommended width is 10' to accommodate bicycles with trailers.
- Crossing islands should be aligned directly with marked crosswalks and provide an accessible route

- of travel (per current accessibility guidelines).
- Where mid-block or intersection crosswalks are installed at uncontrolled locations (i.e., where no traffic signals or stop signs exist), crossing islands should be considered as a supplement to the crosswalk, and should be designed with a stagger forcing pedestrians to face oncoming traffic before progressing through second phase of the crossing.
- They are appropriate at signalized crossings and may improve safety for vehicles by dividing traffic streams.
- The crossing should be outside the functional area of adjacent intersections.
- The crossing should be high visibility to both road users and sidewalk/pathway users.
- Sight lines should be maintained to meet the needs of the traffic control provided.
- The crossing and approaches should be on relatively flat grades.
- The crossing should be as close to a right angle as practical, given the existing conditions.
- The least traffic control that is effective should be selected. MUTCD signs R1-6a, R1-6b, R1-9a, and R1-9b may be used.
- If there is enough width, center crossing islands and curb extensions can be used together to create a highly visible pedestrian crossing and effective traffic calming.



RESOURCES: AASHTO Guide for Development of Bicycle Facilities

AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities

**2009 MUTCD** 

FHWA Proven Safety Countermeasures: http://safety.fhwa.dot.gov/provencountermeasures/fhwa\_

sa\_12\_011.htm

# MID-BLOCK CROSSING



#### DESCRIPTION

A mid-block crossing allows pedestrians to safely cross the street in the absence of a traffic signal. Several treatments can be applied to mid-block crossings to improve the visibility of the crossing which can improve driver compliance to yielding to pedestrians. Treatments include: high visibility crosswalks (see the High Visibility Crosswalk design treatment), Advance Yield Lines and Pedestrian Warning Signs. Additionally flashing beacons can be added. Treatments will vary depending on the number of lanes, speed and roadway conditions. Engineering judgment should be used to determine the correct treatments for individual crossings.

#### **Advance Yield Lines**

Advance stop lines and yield lines improve the visibility of pedestrians at mid-block locations to motorists, and can prevent multiple-threat crashes.

#### **Pedestrian Crossing Warning Signs**

Crossing warning signs are placed in advance of and directly adjacent to marked crosswalks to increase driver yielding compliance.

#### BENEFITS

The multiple-threat crash risk usually occurs at crosswalks on multi-lane roadways if motorists yielding to pedestrians block the view of the pedestrian attempting to cross the roadway from other motorists

in the adjacent travel lane. The motorist proceeding in the adjacent lane does not notice the first car has stopped to let a pedestrian cross, and the pedestrian continues to cross without seeing the other car coming. This situation can result in a high-speed crash, which usually leads to fatalities or very severe injuries. Stop and yield lines provide space between stopped vehicles and the crosswalk to improve visibility. Pedestrian crossing warning signs increases the driver's awareness of a pedestrian crossing.

#### CONSIDERATIONS

#### **Advance Yield Lines**

An advance stop or yield line placed 20 to 50 feet ahead of the crosswalk can greatly reduce the likelihood of a multiple-threat crash at unsignalized mid-block crossings, as the line encourages drivers to stop back far enough so a pedestrian can see if a second motor vehicle is not stopping and be able to take evasive action. A setback of 30 feet for the line has been found to be a good distance for most purposes.

- Parking should be restricted between the stop or yield line and the crosswalk to allow for better visibility.
- Consider restricting parking behind the yield line per the guidance provided in the Parking Restrictions at Intersections design treatment.
- The advance stop or yield line should be supplemented with "Yield Here For Pedestrians" signs
  (R1-5 or R1-5a) to alert drivers where to stop to let a pedestrian cross. One study found that use of a "sign"

### PEDESTRIAN CROSSING WARNING SIGNS CRASH REDUCTION FACTOR: 20-40%

alone reduced conflicts between drivers and pedestrians by 67 percent, and with the addition of an advanced stop or yield line, this type of conflict was reduced by 90 percent compared to baseline levels." Kansas is a yield state by law: drivers are required to yield to pedestrians in a crosswalk.

 Studies have found that advance yield markings at midblock crossings can be particularly useful when combined with high visibility crosswalks ( signs and beacons, such as the pedestrian hybrid beacon or rectangular rapid flash beacon (RRFB). See the high visibility crosswalk and RRFB design treatment.

#### **Pedestrian Crossing Warning Signs**

Best practice includes tandem installations with the primary location being in advance of the crosswalk location (W11-2) and including a plaque that says AHEAD, and the supplemental location with downward arrow plaque (W16-7P) placed at the crosswalk location.

A Pedestrian Crossing (W11-2) sign with an AHEAD or a distance supplemental plaque may also be used in conjunction with a YIELD HERE TO PEDESTRIANS sign (R1-5 or R1-5a) where advanced yield pavement markings are installed at multi-lane uncontrolled crossings.



W11-2 sign at marked crosswalk

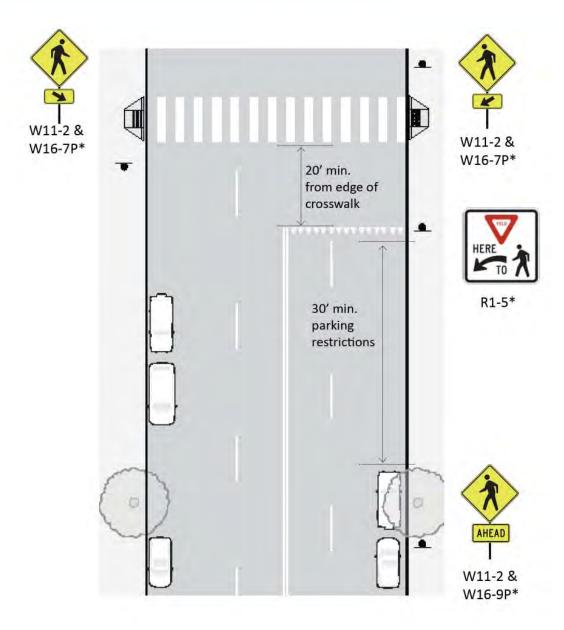


R1-5 with advance yield line



School crosswalk advance warning sign

# MID-BLOCK CROSSING CONT.



RESOURCES: AASHTO Pedestrian Guide for the Planning, Design, and Operation of Pedestrian Facilities.

2009 MUTCD

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# 116

# DESCRIPTION

At signals, turning movements account for most pedestrian crashes, and the ratio of crashes for left/right turns is roughly 2:1. Permissive left-turns allow vehicles to make a left turn on green when oncoming travel lanes are clear. Often pedestrians are given a walk signal at the same time that vehicles are permitted to turn left on a green light. Left-turning motorists are often focused on watching for oncoming traffic and commonly don't look for pedestrians, which results in the potential for collisions pedestrians in the crosswalk.

A protected left-turn phase (red ball followed by a green signal arrow followed by a green ball) provides a dedicated left turn and then a permissive left turn if pedestrians are not present and eliminates the need for motorists to wait for gaps in on-coming traffic. For double left turns a permissive left with a pedestrian walk signal is not allowed.

Protected left-turn phases make it clear to drivers they must wait before turning, thus allowing pedestrians to cross during the red arrow signal phase. Pedestrians will get a DONT WALK during the green arrow, protected left-turn phase. Sometimes a protected left-turn phase is followed by a permissive green. The permissive left-turn phase is concurrent with the Walk phase and often results in a higher number of pedestrian crashes. Right-turns are virtually always permissive but typically do not result in higher crash rates. However in locations where pedestrian collisions involving right-turning vehicles are reported, tools such as protected right-turn phases, RIGHT-TURN-ON-RED restrictions, or leading pedestrian intervals should be considered.

# BENEFITS

- Protected left turns, are safer for pedestrians, because they cross the street after left-turning cars have moved through the intersection.
- Protected left turns can also help to reduce vehiclevehicle collisions.

# CONSIDERATIONS

In addition to protected turn phases, the MUTCD has some signing applications that can be used in conjunction with traffic signals to enhance pedestrian crossing.

- Combination protected-permissive phasing should be provided by default, but should revert to protected-only when pedestrian push buttons are pushed, or based on the time of day.
- Manual for Uniform Traffic Control Devices (MUTCD) sign R10-5, with a yield and a pedestrian symbol, can be used to remind drivers to yield to pedestrians. Signs should be placed where drivers will see them.
- A flashing yellow arrow during the steady green light can be provided to warn drivers to yield to pedestrians and oncoming vehicles. However, a red arrow is preferred for pedestrian safety because drivers may not be as attentive to pedestrians crossing.
- Because they add an additional signal interval, protected left turns may add delay to all movements.
- Additional engineering judgement is required for locations with high on-coming volumes of traffic.

# PROTECTED LEFT ON GREEN ARROW

R10-9

# LEFT ON GREEN ARROW ONLY

R10-5

These MUTCD signs are often mounted on the mast arm next to the left turn signal.

RESOURCES:

PedSafe: http://www.pedbikesafe.org/PEDSAFE/countermeasures\_detail.cfm?CM\_NUM=51
AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities
2009 MUTCD



# DESCRIPTION

The federal Manual for Uniform Traffic Control Devices (MUTCD) establishes warrants for the use of most traffic control devices. Within the parameters of the MUTCD, a pedestrian inclusive approach to signalized intersection design includes good geometric design, convenience and ease of use of pedestrian push-button actuators, signal timing techniques that favor pedestrians and other users, as well as techniques that reduce conflicts with turning vehicles. This can help address safety for all modes and ensure Americans with Disabilities Act (ADA)-compliance as part of a street design that is balanced with the conditions of the location.

# BENEFITS

 Tools that make crossing streets easier, safer, and more convenient removes barriers to walking and increases connectivity.

# CONSIDERATIONS

# **Pedestrian Signal Timing Standards**

- Calculating pedestrian crossing times and programming signals in a way that accommodates all users is an important way to make signalized intersections more accessible. In all cases, pedestrian crossing times shall meet the minimum standards in the most current MUTCD.
- Providing additional time should be considered on a case by case basis, depending on pedestrian and vehicular volumes, user type and other safety factors as may be appropriate.

# Pedestrian push-button actuators

Pedestrian push-button actuators are electronic buttons used by pedestrians to provide a walk interval during a signal phase. If they are present, pedestrians must push the button to get a walk interval; otherwise a walk interval will not be included in the next signal phase.

- Push-button actuators may be needed at some crossings, but their use should be based on best device applicability for conditions.
- In typical downtown, neighborhood centers and other areas of high pedestrian activity, pedestrian push-button actuators can be set to a fixed time and a push-button actuation is not necessary; pedestrians expect and should get a pedestrian cycle at every signal phase.
- At more complex intersections (e.g., where there are more than one signal phase for each direction) or where pedestrian volumes are lower, push buttons should be considered.
- Buttons must be properly placed so that they are convenient and conspicuous to pedestrians and follow MUTCD and ADA placement requirements.

# **Accessible Pedestrian Signals**

Accessible Pedestrian Signals (APS) provide pedestrian signal information in audible and vibrotactile formats for hearing- and sight-impaired people. They benefit all pedestrians by providing redundancy and are useful to a wider range of the population – people with cognitive impairments, children, and the elderly.

# CRASH REDUCTION FACTOR: VARIES

- APSs locations should be evaluated on a case by case basis against standard engineering practice.
- The location of the APS is critical to the proper functioning.
- APS can be used during exclusive pedestrian phases of leading pedestrian intervals (LPI).
- Place accessible pedestrian push-botton assemblies within 10 feet from the center of the curb ramp, measured from the front of the curb or per MUTCD section 4E.08. Orient the face of the push-button parallel to the crosswalk.

Some key features of APS, which are integrated into the push button:

- Speakers at the push-button actuator with automatic volume adjustment so that tones are audible within 6 feet minimum to 12 feet maximum of the button
- A push button locator tone or street name

- Audible WALK indications that feature a tone or speech message during WALK
- Vibrotactile WALK indications that feature a tactile arrow or other surface on the button that vibrates during the WALK phase.

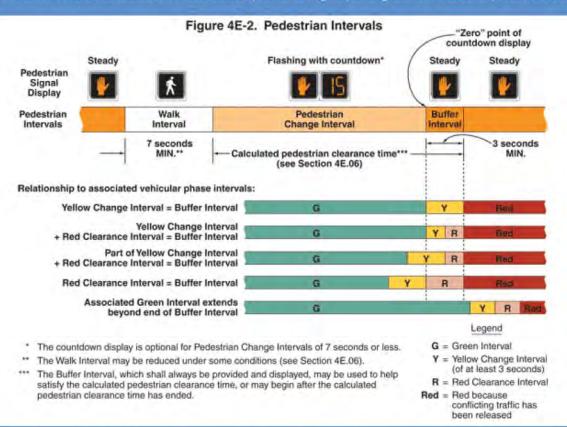
### **Protected and Permissive Phase**

See Protected Left Turn Phase

# **Pedestrian Phase Signal Timing Standards**

The MUTCD provides guidance on options for signal timing. Some state law allows cities to designate, by ordinance, specific pedestrian safety crossings where signal timing may be increased to be consistent with signal timing recommended in MUTCD for senior citizen and disabled pedestrian crossings. Consider using a walking speed of less than 3.5 to accommodate slower pedestrians.

Figure 4E-3 from the MUTCD outlines the intervals for pedestrian signal phasing and the relationship with traffic signals.



**RESOURCES:** 

PedSafe: http://www.pedbikesafe.org/PEDSAFE/countermeasures\_detail.cfm?CM\_NUM=51
AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities
2009 MUTCD: http://mutcd.fhwa.dot.gov/htm/2009/part4/part4e.htm#figure4E02

# RECTANGULAR RAPID FLASH BEACONS



# DESCRIPTION

A Rectangular Rapid Flashing Beacon (RRFB) is a pedestrian warning signal consisting of yellow LED lights in two rectangular clusters, or beacons, that employ a stutter-flash pattern similar to that used on emergency vehicles. The beacons are often mounted below a standard pedestrian crossing warning sign and above the arrow plaque used to indicate the crossing location. RRFBs are pedestrian actuated either by a push-button or passive detection.

### BENEFITS

 Increased yielding behavior by motorists at pedestrian crossings.

# CONSIDERATIONS

- Beacons must be placed on either side of roadway and visible from both directions of traffic. If a median exists at the crossing location, a third beacon may be placed in the median, which studies show, significantly increases motorist yield rates. RRFBs may be used at uncontrolled intersections and mid-block crossings.
- RRFBs should be accompanied by pedestrian crossing signs (Manual for Uniform Traffic Control Devices [MUTCD] W11-2) both at the signal and in advance of the crosswalk location. The assembly approaching the crossing should include a plaque that says AHEAD. The assembly at the location should include a downward arrow plaque (MUTCD W16-7P) placed at the crosswalk location.

- Consider push button location such that pedestrians will face oncoming motor vehicle traffic. If RRFB crossings are planned adjacent to transit stops, coordinate with local transit agencies to relocate (bus) stops to far-side, if necessary.
- A STOP HERE FOR PEDESTRIANS (MUTCD R1-5b/R1-5c) sign with advanced yield bars should be placed a minimum 30 feet from the crosswalk then the distance should be based on roadway speed and should be considered where RRFBs are installed. A Pedestrian Crossing (MUTCD W11-2) sign with an AHEAD or a distance supplemental plaque may be used in conjunction with and in advance of a MUTCD R1-5b/R1-5c sign.
- RRFBs should be considered at uncontrolled intersections or at mid-block crossings where additional measures are needed due to high volumes and speeds.
- They should be considered where there are high volumes of pedestrians, a high number of vulnerable pedestrians (e.g., near schools, senior centers, transit), or at off-street path crossings.
- In order to encourage pedestrians to enter crosswalk while the RRFB is active, passive or active actuation should trigger an immediate response.
- Cities should consider making lighting improvements in conjunction with RRFB projects, if existing lighting at the crossing location is insufficient.



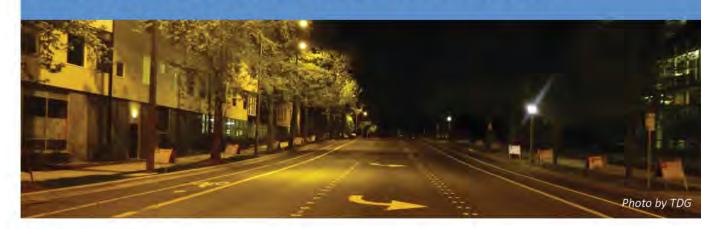
If a rectangular rapid flash beacon is placed at an uncontrolled location, an advanced yield line should be installed with the appropirate R1-5 sign. This provides adequite yielding distance for pedestrians in the crosswalk.

A rectangular rapid flash beacon should be placed with a pedestrian crossing warning sign. A fluorescent yellow color is preferred for optimum visibility.

**RESOURCES:** 

PedSafe: http://www.pedbikesafe.org/PEDSAFE/countermeasures\_detail.cfm?CM\_NUM=54 FHWA: http://safety.fhwa.dot.gov/intersection/resources/techsum/fhwasa09009/ 2009 MUTCD: http://mutcd.fhwa.dot.gov/resources/interim\_approval/ia11/fhwamemo.htm

# ILLUMINATION ALONG CORRIDORS



# DESCRIPTION

Street lighting is intended to prevent crashes and increase safety by improving visibility of roadways, intersections, and other important activity zones in order to facilitate safe movement of motor vehicles, pedestrians and bicyclists during nighttime or low light hours. Illumination along corridors is intended to greatly increase motorists' ability to see and react to pedestrians walking along the roadway in low light conditions.

# BENEFITS

- Increased safety and visibility of pedestrians, bicycles, and other roadway users by motorists.
- Street lighting can be used to create an environment that feels safe and secure for pedestrians.

# CONSIDERATIONS

### General Pedestrian Illumination Considerations

- Consider staggering street-lights on opposite sides of the street to provide consistent illumination for pedestrians.
- Where provided, pedestrian scale lighting should be closely spaced, allowing lower intensity illumination and avoiding large shadows.
- Areas where personal security is an issue should be considered for additional lighting.
- Street light poles should be aligned in a row with pedestrian scale lighting unless sidewalks are very wide.
- Pedestrian scale lighting spacing must be consistent

- with regard to trees and other street poles. Consider the placement of street trees and light posts.
- Pedestrian scale lighting may also be used to enhance and reinforce the character of the streetscape and facilitate neighborhood identity and wayfinding.
- Pedestrian scale lighting can be used alone or in combination with roadway-scale lighting in high activity areas to encourage nighttime use and as a traffic calming device.

### **Corridor Illumination Considerations**

- Illumination should be targeted at intersections and mid-block crossings; and secondarily along roadways.
- The amount of illumination required should be proportional to the width and classification of the roadway or intersection.
- Light poles should be placed in the Amenity Zone so as not to be blocked by tree canopies.
- Light poles should be paired on arterials to provide a formal look, to reinforce the direction of travel, and to provide visibility of pedestrians crossing at nonintersection locations.
- Street lighting can be used to create an environment that feels safe and secure for pedestrians. Areas where personal security is an issue should be considered for additional lighting.
- Above-standard illumination may also be targeted in areas with higher volumes of pedestrian traffic and land uses that generate pedestrian trips during evening hours. Examples include transit stops, major transfer points and routes, community facilities, and commercial areas.

- The use of consistent luminaire types creates a cohesive visual vocabulary and facilitates maintenance and replacement.
- Alternate light style may be considered for pedestrian scale lighting and would require special assessment and a maintenance agreement with adjacent property owners and/or business association. Other standards may be considered in special districts such as a historic district.
- Large fluctuations between dark and light should be avoided as drivers' vision must continually adjust to varying light levels, thereby impairing vision.

RESOURCES:

 ${\tt PedSafe: Lighting \ and \ Illumination: http://www.pedbikesafe.org/PEDSAFE/}$ 

countermeasures\_detail.cfm?CM\_NUM=8

Downtown Wichita Streetscape Design Guidelines: http://www.wichita.gov/Government/Departments/Planning/NR/NR%20Documents/Downtown%20Wichita%20Streetscape%20

Design%20Guidelines.pdf

# **ILLUMINATION AT PEDESTRIAN CROSSINGS**

**CRASH REDUCTION FACTOR: 42 - 78%** 



# DESCRIPTION

Supplemental roadway illumination, by use of pedestrian scale lighting or additional street lights, at pedestrian crossings facilitates safe crossings for pedestrians and bicyclists during nighttime or low light hours; pedestrians can be over confident by their own ability to see oncoming headlights and may not realize that they are not visible to motorists.

Illumination may be in the form of:

- Supplemental lighting on existing street-light poles
- Stand alone pedestrian scale lighting
- Pedestrian scale lighting affixed to street-light poles

Crosswalks at unsignalized, and especially at uncontrolled locations present special cases where pedestrians may be unexpected and higher levels of lighting are critical.

### BENEFITS

 Increased safety and visibility for pedestrians, bicyclists and other roadway users at crossings.

# CONSIDERATIONS

- Priority should be given to providing enhanced pedestrian lighting at intersections near high use areas.
- Target areas with higher crash rates and pedestrian volumes, universities/schools, major transit routes, and pedestrian generators.
- At intersections, luminaires should be placed before the crosswalk on the approach into the intersection.
- Use state of the art technology as appropriate to provide effective energy-efficient lighting that minimizes light 'trespass'.
- White light (light emitting diode or LED, metal halide, induction, and fluorescent lamps) may help to improve pedestrian perception and sense of safety at intersections.
- Lighting levels, especially at intersections, should be periodically checked to ensure minimum lighting levels for motorist, pedestrian and bicycle safety are achieved.
- Consider the use of light fixtures compliant with the International Dark-Sky Guidelines.

RESOURCES: Dark-Sky Model Lighting Ordinance: http://www.darksky.org/outdoorlighting/mlo

PedSafe: Lighting and Illumination: http://www.pedbikesafe.org/PEDSAFE/countermeasures\_detail.

cfm?CM\_NUM=8

Downtown Wichita Streetscape Design Guidelines

Wichita Street Light Policy

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# DESCRIPTION

A curb ramp is a cut in the curb that grades down from the sidewalk to the surface of the street. The combined ramp and landing provide pedestrians a smooth transition from the sidewalk to the street. Appropriately designed curb ramps are critical for providing access across intersections and at designated midblock crossing locations for people with mobility and visibility disabilities, as well as people pushing strollers, grocery carts, suitcases, or bicycles. The Americans with Disabilities Act (ADA) guidelines require all pedestrian crossings be accessible to people with disabilities by providing curb ramps where there are curbs.

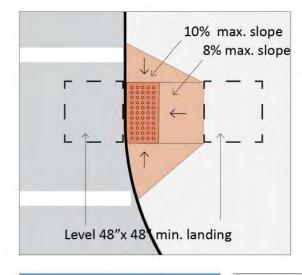
# BENEFITS

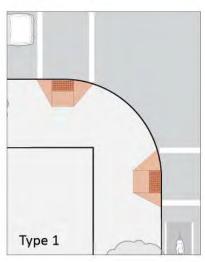
- Make sidewalks and street crossings accessible to wheel chair users, and others who rely on wheels for mobility.
- Curb ramps provide guidance for visually impaired people who use curb ramps for information about where to safely cross the street.

# DESIGN CONSIDERATIONS

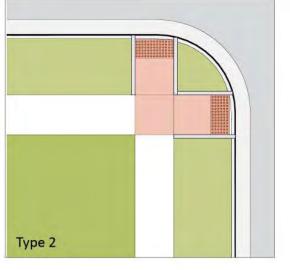
- A curb ramp (not including the flares) must be totally contained within the marked crosswalk where a marked crosswalk is provided.
- Detectable warning strips must be installed at all roadway crossings, regardless of whether there is a grade separation.
- Detectable warning strips must ensure a 70% contrast in color with the surrounding pavement.

- Raised crossings or intersections or the absence of curbs eliminate the need for curb ramps, but does not eliminate the need for detectable warning strips.
- In areas with high pedestrian volumes, curb ramps should generally be as wide as the Pedestrian Zone on the approaching sidewalk.
- Wherever feasible, curb ramp locations should reflect a pedestrian's desired path of travel through an intersection. This means providing two separate curb ramps at a corner instead of a single ramp that opens diagonally at the intersection. A single ramp should only be considered where physical constraints (e.g. lack of right-of-way) make the installation of two ramps cost prohibitive.
- Flares are required when the surface adjacent to the ramp's sides is walkable (See Type 1 on the following page). Flares are unnecessary when this space is occupied by a landscaped buffer. A curb may be used if a flare is not used (See Type 2 on the following page).
- Design curb ramps to avoid the accumulation of water or debris. One strategy for preventing water accumulation is to locate drainage inlets on the uphill side of the ramp. During winter, snow must be cleared from curb ramps to provide an accessible route.
- A curb bulb may provide additional space to optimize curb ramp locations.





Curb ramps should be perpendicular to the curb to direct pedestrians properly into the crosswalk. Multiple styles of curb ramp can be used to meet ADA curb ramp requirements. Two perpendicular ramp styles are pictured (Type 1 & 2). Additional styles and guidance can be found below within in the Resources.

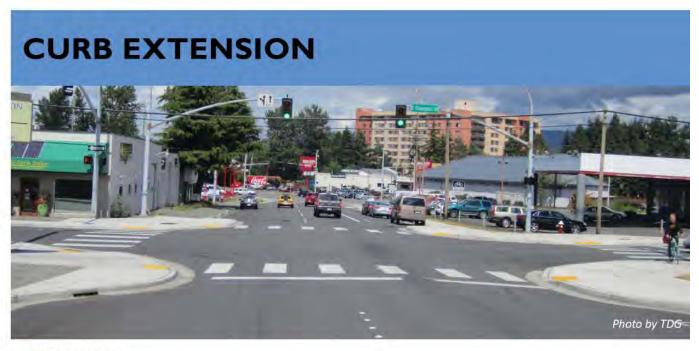


RESOURCES: Des

Desiging Sidewalks and Trails for Access: http://www.fhwa.dot.gov/environment/bicycle\_pedestrian/publications/sidewalk2/sidewalks207.cfm

US Access Board Proposed Rights of Way Guidelines: http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines/chapter-r3-technical-requirements

City of Wichita Detail Sheet: Curb Ramp



# DESCRIPTION

Curb extensions are created by extending the sidewalk or curb line into the roadway. Curb extensions are intended to increase safety, calm traffic (particularly right-turning vehicles), and provide extra space along sidewalks for users and amenities.

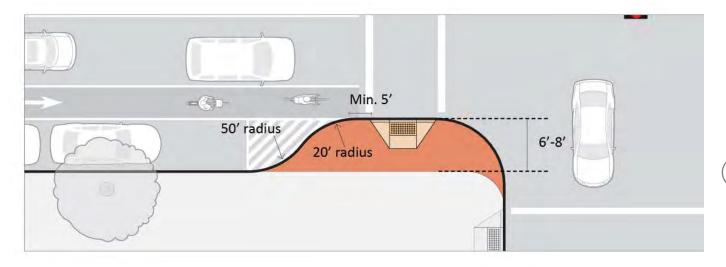
### BENEFITS

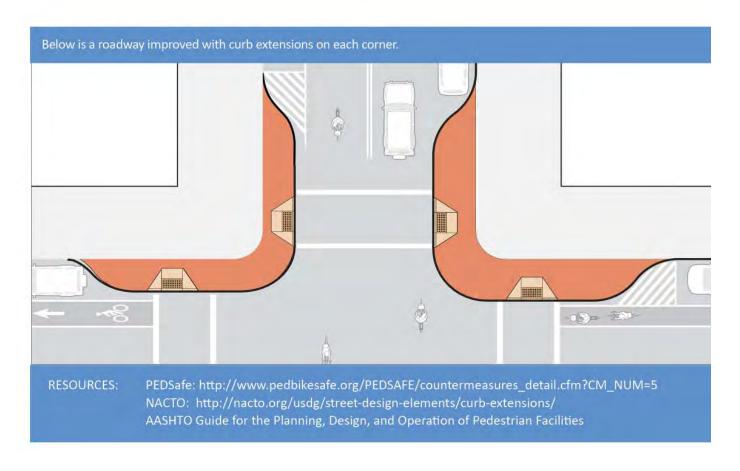
- Curb extensions shorten crossing distances
   (exposure time) and increase visibility between
   roadway users: as the waiting pedestrian can better
   see approaching traffic and drivers can better see
   pedestrians waiting to cross the road.
- This treatment is particularly valuable in locations with high volumes of pedestrian traffic or where there are demonstrated pedestrian safety issues.
- May provide space for Americans for Disabilities Act (ADA) compliant, directional curb ramps where sidewalks are narrow.
- Curb extensions may provide space for utilities, signs, and amenities such as bus shelters or waiting areas, bicycle parking, public seating, public art, street vendors, newspaper stands, trash and recycling receptacles, and greenscape elements.

# **DESIGN CONSIDERATIONS**

- Curb extensions should only be considered where on-street parking is present.
- Curb extensions can be located at intersections, mid-block or at unsignalized pedestrian crossings.

- Take into consideration the turning needs of larger vehicles, bicycle needs approaching the curb extension, drainage, snow removal and street sweeping, restricting parking, and matching the width of the crosswalk.
- When a bike lane is present, curb extensions should be designed to be 1 foot less than the adjacent parking lane to provide enough shy distance for bicycle pedals.
- When there is no bike lane curb extensions can be 6 inches less than the adjacent parking lane width.
- For a 7-8 foot wide parking lane with bike lane, build the curb extension to 6 feet in width. This way there is adequate space for the bike lane line stripe and clearance from the curb for bicyclists. If there is no bike lane the curb can be built at 6.5 feet.
- The distance between the crosswalk and the tangent of the curb should be a minimum of 5 feet.







# DESCRIPTION

Curb radii are the curved connection of curbs at the corners formed by the intersection of two streets, which guide vehicles in turning corners. The shape of a curb radius has a significant effect on the overall operation and safety of an intersection.

The curb radius is the actual radius of the curb line at an intersection. The effective radius is the radius available for the design vehicle to make the vehicle turn, accounting for the presence of parking, bike lanes, medians, or other features.

### BENEFITS

- A tighter curb radius creates a sharper turn for motor vehicles and reduces turning speeds, shortens the crossing distance for pedestrians and also improves sight distance between pedestrians and motorists.
- Reconstructing curb radii also creates the opportunity to expand pedestrian space at the curb and provides greater flexibility in the placement of curb ramps.

# DESIGN CONSIDERATIONS

The shape and dimensions of curb radii vary based on street type, transportation context, and design vehicle (vehicle type used to determine appropriate turn radius at an intersection). Smaller curb radii provide better geometry for installing perpendicular curb ramps, resulting in simpler, more appropriate crosswalk placement, in line with the approaching sidewalk.

- When designing curb radii, factor in both the curb radius and the effective radius.
- Curb radii can allow for the selected design vehicle to complete a turn fully within its designated travel lane or lanes or can accommodate a vehicle turn by allowing for a particular vehicle type to complete a turn with latitude to use adjacent or opposing lanes on the origin or destination streets.
- The effective turning radius (rather than the actual curb radius), should always be used to determine the ability of vehicles to negotiate a turn. Determination of the design vehicle should consider and balance the needs of the various users of a street--from pedestrians and bicyclists to emergency vehicles and large trucks--considering the volume and frequency of these various users.
- The design vehicle should be selected according to the types of vehicles using the intersection with considerations to relative volumes and frequencies. The designer should distinguish between "designing for" and "accommodating" the needs of large vehicles, which may not require design modifications.

If these conditions are present for non-arterial streets the typical curb radius of 20 feet or less is preferred especially where there are:

- Higher pedestrian volumes
- Low volumes of large vehicles
- Bicycle and parking lanes create a larger effective radius.

Factors that may affect the curb radii should be taken into consideration:

- The street type
- The angle of the intersection
- Curb bulbs
- The number and width of receiving lanes
- Large vehicles
- · Effective turning radius
- Where there are high volumes of large vehicles making turns- inadequate curb radii could cause large vehicles to regularly travel across the curb and into the pedestrian waiting area.

See the table below for guidance on the location and design vehicle for different street types.

<sup>1</sup>On corners along bus routes, where buses may have to make occasional detours, turns should accommodate a transit vehicle using the entire roadway, similar to an emergency vehicle. Other transit vehicles, such as

articulated buses, bus rapid transit (BRT), etc. may have a larger design vehicles.

<sup>2</sup> Because emergency vehicles have sirens and flashing lights and other vehicles must pull over, they can typically use the full right-of-way without encountering opposing vehicles. On busier streets, the ability of emergency vehicles to swing wide may be limited by queued traffic which may not be able to pull over.

<sup>3</sup> Freight corridors should be designed for WB-50 trucks. Larger WB-60 trucks may also be present on City streets, particularly on designated state highways, truck routes and in industrial areas. These may need to be accommodated in certain instances, though they are not practical in most city streets.

A variety of strategies can be used to maximize pedestrian safety while accommodating large vehicles including:

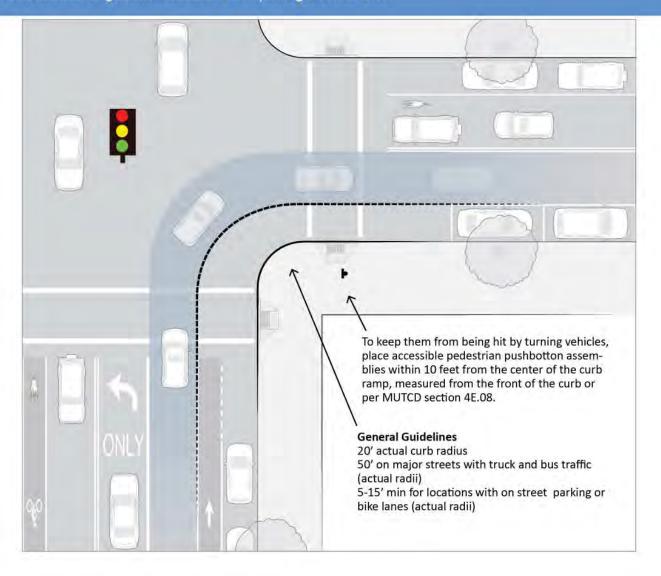
- Adding parking or bicycle lanes to increase the effective radius of the corner.
- Varying the actual curb radius (i.e., compound curb radii) over the length of the turn so that the radius is smaller as vehicles approach a crosswalk and larger when making the turn. Compound radii effectively shorten crossing distances and make pedestrians visible while accommodating larger vehicle turns; because they allow more sweeping turns and they do not slow turning vehicles.

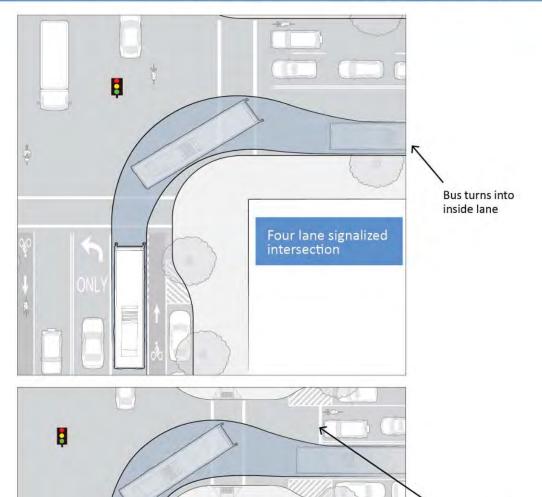
Vehicle Type	Location	Design Vehicle	Potentially Allowable Exceptions
Transit Vehicles <sup>1</sup>	Corners with turning buses on bus routes or where buses start run or return to base. In locations where traffic volumes influence effective turning radii with lane encroachment.	CITY-BUS or WB-40 A-BUS, articulated bus	Turn partially from adjacent lane
	Corners with potential occasional turning buses due to detours	CITY-BUS or WB-40	Turn partially from adjacent lane
Emergency Vehicles <sup>2</sup>	All intersections	Fire Vehicle Hook and Ladder with Outriggers	Turn partially from adjacent lane; turn fully from adjacent lane, turn from opposite lane, turn into op- posite lane
Freight Vehicles <sup>3</sup>	Per Comprehensive Plan	WB-50	Turn partially from adjacent lane

# **CURB RADIUS CONT.**

- Painting a median: Where there is sufficient lane width on the destination street, a painted median can enable a large vehicle to complete a turn without turning into opposing traffic.
- Restricting access: Where there is a desire to keep curb radii small, restrictions on large vehicles making the turn may be considered. This should be considered in light of the overall street network.
- Installing advance stop lines on the destination street to increase the space available for large vehicles only where necessary to make a turn by enabling them to swing into opposing lanes on the destination street while opposing traffic is stopped.

# Curb radius at a signalized intersection with parking and bike lanes





Recessed stop bar accommodates bus right-turn movements

RESOURCES:

AASHTO Pedestrian Guide

PedSafe: http://www.pedbikesafe.org/PEDSAFE/countermeasures\_detail.cfm?CM\_NUM=28 Manual on Uniform Traffic Control Devices (MUTCD): http://mutcd.fhwa.dot.gov/htm/2009/part4/part4e.htm

Two lane signalized intersection

# RIGHT TURN SLIP LANE



# DESCRIPTION

Right turn slip lanes (also known as 'pork chop' islands) are dedicated turning lanes that allow vehicles to make quick and easy right turns. Typically, they are not signal controlled but drivers must yield to pedestrians and on-coming traffic. The City of Wichita discourages the use of slip lanes because they can increase the speed of turning vehicles.

Right turn slip lanes, when designed correctly, can reduce crossing distances for pedestrians, improve signal timing and reduce crashes involving motorists and pedestrians.

# DISADVANTAGES

- They may result in uncomfortable and unsafe crossing conditions for pedestrians if they are designed with large turning radii that encourage high-speed turns.
- They can also present a challenge to through bicyclists since motorists will need to cross their line of travel to access the right turn slip lane.
- The older design makes it difficult for drivers who cannot easily turn their heads to look behind them to see on-coming traffic or pedestrians (see following page).

### BENEFITS

- Increased visibility of pedestrians through improved motorists approach angles.
- Reduced crossing distance and pedestrian exposure time.
- · Can lead to slower motor vehicle turning speeds.

# **DESIGN CONSIDERATIONS**

Right turn slip lanes should be considered at intersections with high volumes of right-turning trucks and buses. A right turn slip lanes is often used in lieu of a large curb radius.

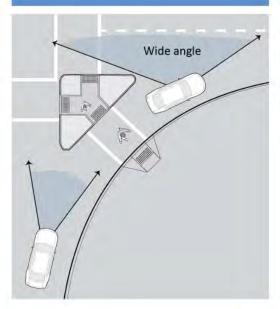
- New designs for right turn slip lanes make them function more like a conventional perpendicular intersection, while still enhancing efficiency for motorists. The new design has also been shown to reduce motor vehicle and pedestrian crashes.
- Traditional yield-controlled right turn slip lanes may be more difficult for vision-impaired people to navigate because they are not able to easily assess whether or not a vehicle has yielded and because of non-standard intersection geometry.

Evaluate whether a right turn slip lane is truly necessary. As a rule of thumb, 'pork chop' islands with long tails on the approaches will be more pedestrian friendly than the older designs with the short, stubby tails on the approaches.

- Curb radii should be revised to create one long radius entering the channelized right turn lane followed by a short one of 25-40 feet maximum exiting the channelized right turn lane to slow turns and improve lines of sight, particularly for pedestrians and vehicles approaching from the driver's left.
- Triangular 'pork chop' islands should be lengthened at a 2:1 ratio, with the tail pointed toward approaching traffic.
- Islands should be long enough to allow a car to wait

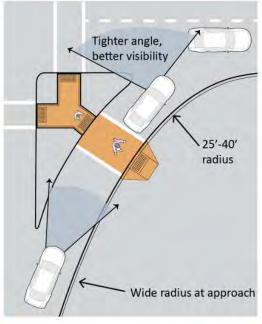
- for a gap in traffic without blocking the crosswalk.
- Crosswalks should be relocated for maximum visibility to a spot where the driver is looking ahead, at least one car length back from the intersecting roadway. Crosswalks should also be oriented at a 90 degree angle to the right turn lane to improve sight lines and reduce crossing distance.
- Painted buffers can be used to narrow the perceived width of the right turn slip lane while still accommodating larger vehicles.
- Raised crosswalks may be used to improve yield compliance at the pedestrian crossing.

# **NOT PREFERRED**



Traditional Slip Lane (short tail)
Larger turn radius results in faster
turns and less visibility of pedestrians
waiting to cross

# **PREFERRED**



New Style Slip Lane (long tail)
Smaller curb radius results in slower turns, the need for vehicles to slow to enter traffic, and improved visibility of pedestrians and oncoming traffic

RESOURCES: AASHTO Pedestrian Guide

PedSafe: http://www.pedbikesafe.org/PEDSAFE/countermeasures\_detail.cfm?CM\_NUM=24 Designing Sidewalks and Trails for Access: http://www.fhwa.dot.gov/environment/bicycle\_pedestrian/publications/sidewalk2/sidewalks208.cfm

**2009 MUTCD** 

NCHRP 03-78: Crossing Solutions at Roundabouts and Channelized Turn Lanes for

Pedestrians with Vision Disabilities

# MODIFY SKEWED INTERSECTIONS



# DESCRIPTION

Skewed intersections occur when streets intersect at angles other than 90 degrees. Skewed intersections are generally undesirable and introduce the following complications for all users:

- The travel distance across the intersection can be greater, which increases exposure to conflicts and lengthens signal phases for pedestrians and motorists.
- Skews require motorists and pedestrians to crane their necks to see other approaching users, making it less likely that some users will be seen.
- Skews generally reduce visibility for all users on all approaches.
- Obtuse angles encourage high speed vehicle turning movements.
- Acute angles may cause complications for turning vehicles, particularly larger vehicles.

# BENEFITS

- Increased visibility and better sight lines for motorists facilitates safer turning movements.
- Lower speed turning movements.
- Shorter crossing distance reduces exposure time for pedestrians crossing the street.

# DESIGN CONSIDERATIONS

- Effort should be made to design or redesign the intersection closer to a right angle.
- Discourage the building of new skewed intersections.

- If major alterations are being done to an existing skewed intersection, consider whether it is possible to reconfigure the intersection so that the crossings are closer to perpendicular.
- In some cases, consideration should be given to acquiring right-of-way to allow for a redesign that results in a less complicated intersection. It may be possible to offset costs by selling back or swapping those portions of the right-of-way that are no longer needed for the intersection, or repurpose this area for a pocket park or other streetscape enhancing feature.

Where it is not possible to reconfigure a skewed intersection due to placement of buildings or other constraints, the following design strategies can be considered:

- Adjusting signal timing to allow for longer pedestrian crossing times.
- Providing high visibility crosswalks, as appropriate.
   Crosswalks should align with the pedestrian zone of the sidewalk and should never be pulled back from the intersection as a means to shorten the pedestrian crossing distance such a strategy is counter to pedestrian or motorist expectations, and it can create problems for visually impaired pedestrians.
- Pedestrian refuges should be considered if the crossing distance exceeds approximately 40 feet.

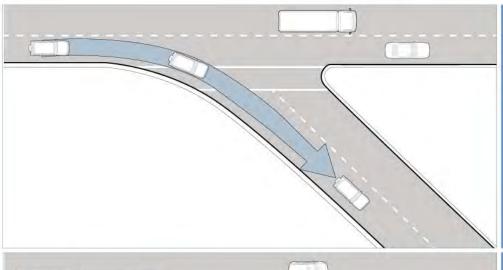
# **CRASH REDUCTION FACTOR: VARIES**

- General-use travel lanes and bike lanes may be striped with dashes to guide bicyclists and motorists through the large undefined area that results from intersection skew.
- Installation of a curb extension on the obtuse side of the intersection can reduce the corner curb radius and reduce the amount of undefined space,

thus reducing high speed turning movements. Curb extensions also reduce pedestrian crossing distance and may accommodate vegetation.

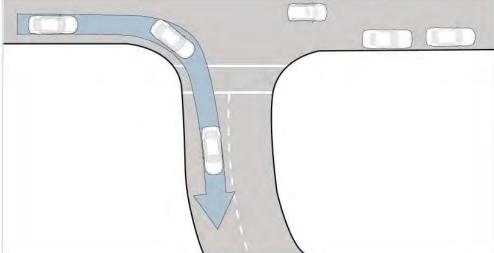
# **POLICY CONSIDERATIONS**

 Priority should be given to intersections with identified crash problems, on school walking routes, near transit stops, or with high pedestrian use.



# Existing

Typical skewed intersection: Wide turning radius results in higher speed turns and longer pedestrian crossing time/exposure



# Proposed

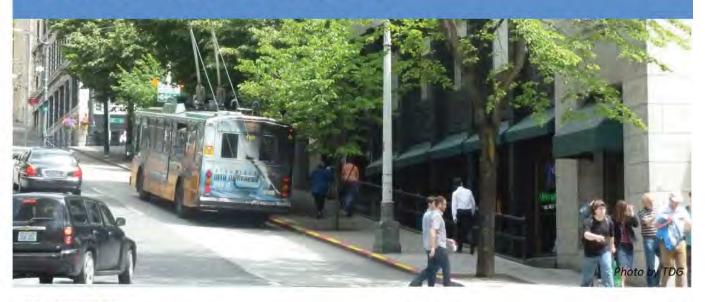
Realigned intersection: Narrower turning radius encourages slower turns, shortens pedestrian crossing distance and improves sight triangles for all modes

RESOURCES:

AASHTO Pedestrian Guide

PedSafe: http://www.pedbikesafe.org/PEDSAFE/countermeasures\_detail.cfm?CM\_NUM=29
Designing Sidewalks and Trails for Access: http://www.fhwa.dot.gov/environment/bicycle\_
pedestrian/publications/sidewalk2/sidewalks208.cfm#ske
2009 Manual on Uniform Traffic Control Devices (MUTCD)

# TRANSIT STOP LOCATION



# DESCRIPTION

The placement of a transit stop depends on the operational characteristics of both the street and the transit system, and should provide comfort, convenience, safety and sufficient space for all transit users, including pedestrians, cyclists and people with mobility impairments.

- Near side bus stops are bus stops placed on the approach to an intersection.
- Far side bus stops are where buses stop after having traveled through the intersection.

### BENEFITS

- Thoughtful placement of transit stops helps to enhance access for transit users.
- Proper placement of transit stops can enhance safety for pedestrians accessing transit especially for transit riders who must cross the street to access transit stops and destinations.

# CONSIDERATIONS

- Transit stop placement affects traffic flows and should be placed to minimize disruption to traffic patterns.
- Locate transit stops along the curb in an area that is well-lit, with good sight distance in close proximity to crosswalks where feasible.

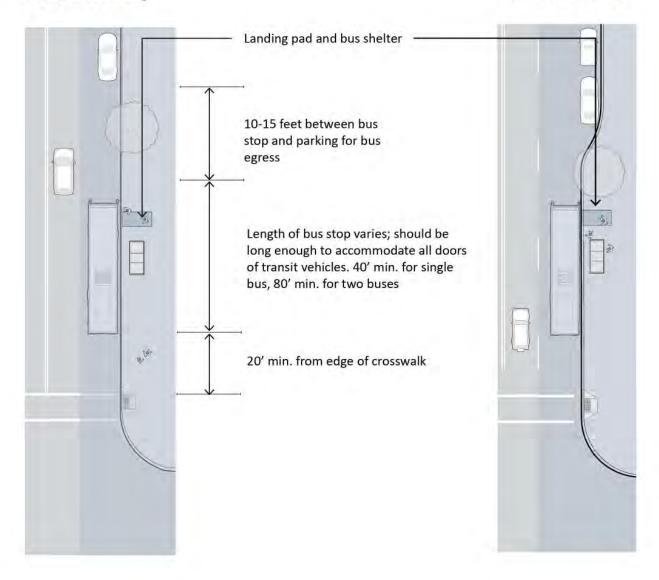
- Locate stops intersections wherever possible because intersections are generally more convenient for passengers intercepting other transit connections, using signals to cross the street and connecting to pedestrian routes and building entrances.
- The table on the following page summarizes the advantages and disadvantages of near side, far side and mid-block stop placement.
- At transit stop locations where there is an associated uncontrolled crosswalk, place the crosswalk behind the transit stop.
- Where it is possible to still meet minimum stop spacing requirements, consider moving transit stops that are located a distance from signals on multi-lane roads to signalized locations. If this is not possible, consider additional crossing treatments at these locations. For example treatments see High Visibility Crosswalks, Mid-block Crossings, Rectangular Rapid Flash Beacons.
- Transit stops should not be located at driveways.
   New driveways should be discouraged at transit stops (and generally along major transit routes).
- Coordinate with Wichita Transit staff when redesigning roadways to accommodate transit, e.g., determining the proper length of transit stops where multiple transit routes are planned.

# CRASH REDUCTION FACTOR: RESEARCH INCOMPLETE

Location	Advantages	Disadvantages
Near Side	Minimizes interference when traffic is heavy on the far side of an intersection	Increases conflicts with right-turning vehicles
	Minimizes the number of stops for buses	Stopped buses may decrease sight distance of passing traffic, obscuring curb-side traffic control devices, and pedestrians crossing in front of bus
	Allows passengers to board and disembark while the bus is stopped at a red signal phase	Obscures sight distances for vehicles crossing the intersection from the right of where bus is stopped
	Allows for convenient access during winter months, as snow is likely cleared at boarding points	Decreases roadway capacity during peak periods due to buses queuing in what may function as a right-turn lane
		Can delay buses that arrive during the green signal phase and finish boarding during the red phase
Far Side	Minimizes conflicts between right-turning vehicles and buses	Stacking buses may block the intersection during peak periods
	Optimal location for traffic-signal synchronized corridors	Stopping both at a signalized intersection and a far-side stop may delay bus operations, particularly where buses don't have signal priority
	Provides additional right-turn capacity by allowing traffic to use the right lane	
	Signalized intersections create traffic gaps for buses to reenter traffic lanes	
	Improves pedestrian safety as passengers cross in back of the bus	
Mid-Block	Boarding areas experience less congestion and fewer conflicts with pedestrian travel paths	Decreases on-street parking supply (may be partially mitigated with a bus bulb-out)
	Can be located adjacent to or directly across from a major transit use generator located midblock	Increases walking distance to intersections and encourages passengers to cross street at midblock (jaywalking)
		Stopping buses and mid-block pedestrian crossings may disrupt mid-block traffic flow
		May be less convenient for transit transfers

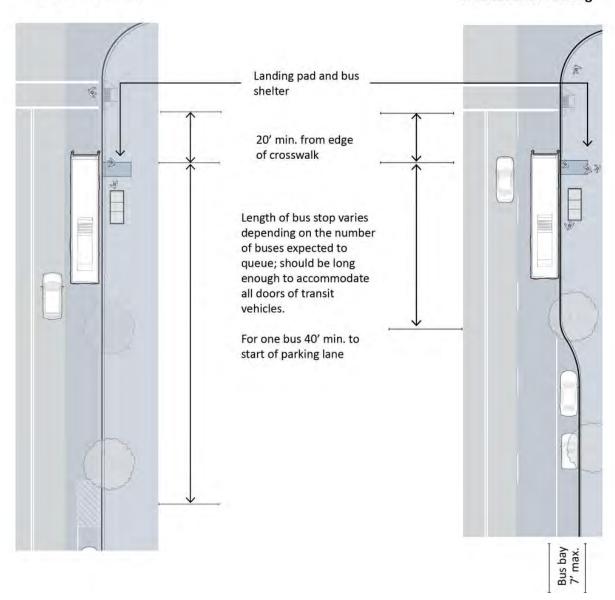
# TRANSIT STOP LOCATION CONT.

Far Side In-Lane Stop, 1 Lane with Parking Far Side Bus Bay, 2 lanes with parking



# Near Side In Lane Stop, 1 Lane with Parking

# Near Side Bus Bay, 2 Lanes with Parking



**RESOURCES:** 

AASHTO Pedestrian Guide for the Planning, Design, and Operation of Pedestrian Facilities. FHWA Pedestrian Safety Guide for Transit Agencies 2009: http://safety.fhwa.dot.gov/ped\_bike/ped\_transit/ped\_transguide/transit\_guide.pdf

# TRANSIT STOP DESIGN



# DESCRIPTION

Transit stop design can include the following:

- Sidewalk connections to transit stops: make transit stops ADA accessible for pedestrians, those with mobility impairments and those with strollers.
- Stop amenities: provision of lighting, shelters, benches and other amenities that improve the comfort of transit riders.
- Landing pads: Paved loading area that connects the sidewalk to the transit vehicle door.

# BENEFITS

- Sidewalks provide an accessible surface on which to access transit and adjacent street crossings and sidewalks.
- Provision of landing pads improves the accessibility of the transit stop particularly for those who have trouble navigating soft or uneven surfaces.
- Stop amenities: transit shelters provide cover from harsh weather, lighting improves safety and makes waiting passengers more visible to transit drivers, benches improve the comfort of stops for riders who cannot stand for long periods of time.

# **DESIGN CONSIDERATIONS**

# Good layout of a transit stop includes:

- Visual cues on where to wait
- A clearly defined transit stop
- Ease of access between sidewalk and the transit vehicle

Unobstructed path of travel on the adjacent sidewalk

# Accessibility

- · Transit stops should be safe and accessible.
- Consider the Americans with Disabilities Act (ADA) requirements in the siting and design of new and existing transit zones.
- All transit zone amenities must be consistent with Wichita Transit standards.

# **Transit Stop Amenities**

Determination regarding the level of amenities per stop may take into account transit stop usage, frequency of transit and location. Streetscape amenities can serve waiting passengers and transit stop improvements may include:

- Transit signs provided at all stops and located at the preferred boarding location.
- Transit shelters—provide where existing sidewalk and/or right of way space allows or where a curb extension can be added to provide sufficient space, and demand warrants. Transit shelters should not be provided where sidewalk width is insufficient to accommodate a shelter and at least the minimum required clear path of travel around the shelter or the ability to carry expected pedestrian volumes.
- Lighting—located to illuminate the transit stop area, particularly the front of the stop and the transit shelter (where present). Lighting may be integral to the transit shelter, or may be provided by standard

# CRASH REDUCTION FACTOR: 88%\*

- pedestrian or roadway lighting, where sufficient.
- Special paving—may be provided to distinguish the transit stop area from the adjacent sidewalk.
   Special paving may include a unique scoring pattern, a contrasting paving material, or a paving edge treatment delineating the edge of the transit stop. Special paving may be expensive, and is most appropriate at major stops or major transfer points.
- Seating—located within the transit shelter (where present). Additional seating, either formal (benches, seats with armrests) or informal (bollards, low seat walls, leaning bars), may be placed outside of the shelter, provided it allows access to and from the transit shelter and boarding area.
- Trash cans—placed adjacent to the transit shelter (where present).
- Bike racks—where provided, racks should be placed to not conflict with the boarding areas of a transit stop.
- Wayfinding information may be located within the transit stop, particularly in downtown and in neighborhood centers.
- Electronic real-time schedule information and other premium elements should be added where demand and funding exist.
- Minimum clearance While a 5 feet wide by 8 feet deep sidewalk area meets minimum ADA standards, a larger clear transit zone or curb extension is preferred to ensure front and rear door access and egress for most buses (30 feet of curb clearance is needed for rear door access of a 40 foot bus).
- The clear loading area should be where the bus doors typically open and be accessible from the transit shelter (where present) and adjacent sidewalk. If a zone is designed for more than one bus, a clear loading area should be provided for each vehicle.
- The clear loading area should have a maximum 2% cross-slope.
- A 30 inch by 48 inch clear floor wheelchair space

- should be provided within the transit shelter (where present). This space must be accessible from the sidewalk and the loading area. In some cases, this may necessitate modifying the transit shelter.
- Where boarding platforms are not level with the sidewalk, an accessible ramp must be provided from the sidewalk to the platform.
- wherever possible. They should be located to provide at least 4 feet of clear space between the edge of the curb and any upright portions of the shelter where possible, or another accessible path to the shelter should be provided. Alternately, shelters can be placed in the Building Frontage Zone. In all cases, shelters must be placed to leave the minimum required clear sidewalk width.
- Transit shelters should be located toward the front of the stop to indicate where customers should wait to board the vehicle. The shelter should be placed approximately 25 feet behind the front of the stop to allow for an accessible boarding area (5 feet by 8 feet) and for the bus to pull out of the stop (approximately 20 feet). Where there is a bus bay or boarding island, the first 20 feet of setback is not necessary.
- The shelters and other street furniture should not impede sight lines for pedestrians waiting to cross at a crosswalk.

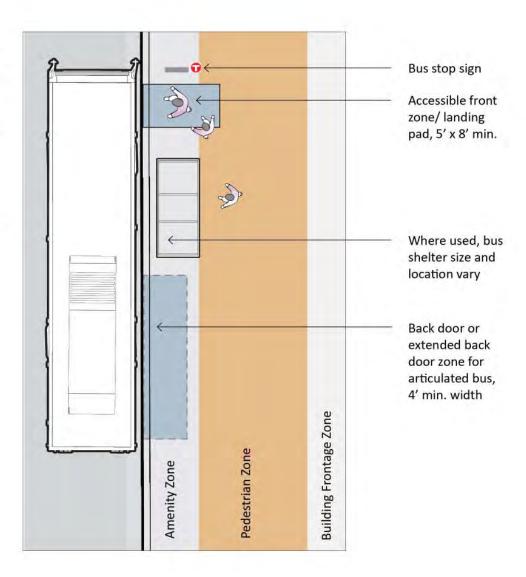




# **Transit Stop Design**

Provide street lighting and street furnishings as appropriate:

- Placed in a way so as not to conflict with transit operations
- May necessitate additional Sidewalk/ Amenity Zone space



RESOURCES:

AASHTO Pedestrian Guide for the Planning, Design, and Operation of Pedestrian Facilities. Designing Sidewalks and Trails for Access: Ch. 4 Sidewalk Design Guidelines and Existing Practices: http://www.fhwa.dot.gov/environment/bicycle\_pedestrian/publications/sidewalks/ chap4b.cfm

FHWA Pedestrian Safety Guide for Transit Agencies 2009: http://safety.fhwa.dot.gov/ped\_bike/ ped\_transit/ped\_transguide/transit\_guide.pdf

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# CROSSING NEAR TRANSIT STOP



# DESCRIPTION

It is often necessary for pedestrians to cross roadways when traveling to and from transit stops. The placement and design of crossings near transit stops is a critical safety and convenience issue for transit users.

# BENEFITS

Well design crossings near transit stops provide:

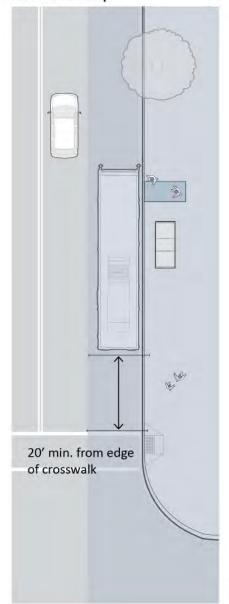
- Increased visibility for pedestrians and motorists.
- Assistance for pedestrians in making safe crossings.
- Placement that allows transit vehicles to safely maneuver into and out of traffic without coming into conflict with pedestrians.

# **DESIGN CONSIDERATIONS**

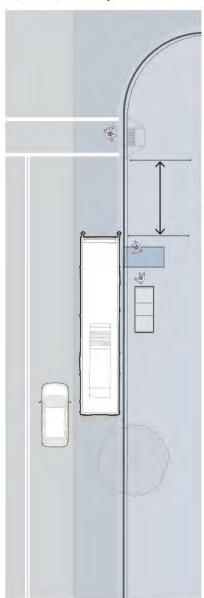
- Where bus stops are located mid-block on a long block (greater than 1,000 feet), a mid-block crossing should be considered in order to increase the visibility of transit-riding pedestrians that are likely to cross the street at unmarked mid-block locations.
- Where a signal is not warranted, pedestrian crossings near transit stops should incorporate other treatments such as crossing islands, rapid flash beacons, and warning signage.
- Crosswalks at mid-block transit stops should be placed behind the bus stop so pedestrians cross behind the bus where they can see oncoming traffic.
- Far side placement of transit stops at intersections

also allows pedestrians to cross behind the bus where they are more visible to passing traffic. This placement also enables the bus driver to pull away without endangering pedestrians. Bus stops should be set back a minimum of 5 feet from crosswalks. Where feasible, a 10 foot setback is preferred.

# Far Side Bus Stop



# **Near Side Bus Stop**



20' min. from edge of crosswalk

RESOURCES: AASHTO Pedestrian Guide for the Planning, Design, and Operation of Pedestrian Facilities.

FHWA Pedestrian Safety Guide for Transit Agencies 2009: http://safety.fhwa.dot.gov/ped\_bike/ped\_transit/ped\_transit/ped\_transit\_guide.pdf

# **ROAD DIET**



# DESCRIPTION

Road diets are a reduction in the number of travel lanes on a multi-lane roadway.

The most common road diet is the 4- to 3-lane reduction, which results in two travel lanes and a center turn lane/median. Depending on roadway width, such a conversion may allow for bike lanes, the addition of on-street parking (where there is demand), and other features that improve the pedestrian environment such as curb extensions, sidewalks, and sidewalk buffers.

# BENEFITS

Numerous studies of road diets have shown that they provide safety benefits for all roadway users by:

- Discouraging motor vehicles from speeding.
   When the roadway is reduced to one lane in each direction "pace cars" going the speed limit, slow the speed of those behind them. This can have the effect of reducing the number of top end speeders.
- · Making it easier for pedestrians to cross the street.
- Reducing severity and frequency of automobile crashes
- · Creating room for left turn lanes and bike lanes
- Road diets accommodate the same capacity as a four lane roadways. This is because of the addition of left turn lanes that take left turning vehicles out of the flow of traffic. Additionally they slow traffic which allows for a higher throughput of vehicles per lane.
- When the number of vehicle lanes is reduced and features such as curb extensions and crossing islands are installed, the time pedestrians are exposed to traffic while crossing the street is greatly reduced.
- Road diets also reduce the multiple lane threat risk.

A multiple-threat pedestrian crash is a crash type that occurs when a motor vehicle in one lane stops and provides a visual screen to the motorist in the adjacent lane. The motorist in the adjacent lane continues to move and hits the pedestrian.

 Emergency vehicle access is improved with the presence of the two-way left turn lane.

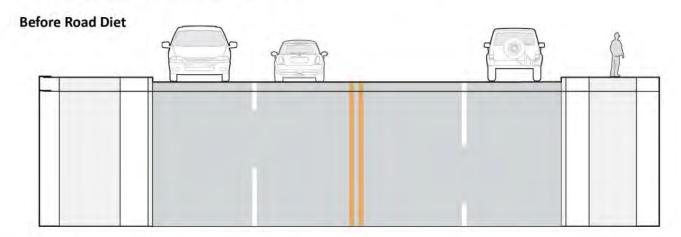
# DESIGN CONSIDERATIONS

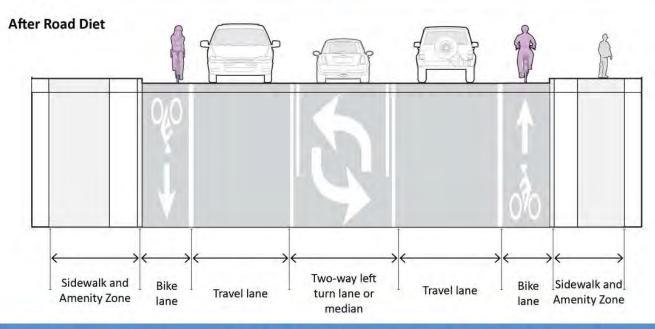
- There are a number of factors to weigh in determining the appropriateness of a road diet, including number of driveways, roadway width, sight distance, and the volume and type of traffic.
- Road diets should be considered on streets where capacity exceeds demand.
- Consider intermittent medians in locations where the two way left turn lane is frequently used for illegal passing. For additional guidance see Access Management.

When analyzing the potential for a road diet:

- Identify corridors with high levels of pedestrian crashes.
- Conduct a level-of-service (LOS) analysis to determine whether the number of lanes on a roadway is appropriate and how alternative routes will be impacted by a road diet.
- Consider other factors besides LOS and be willing to accept a lower LOS in exchange for other benefits, or other factors may include the importance a particular street plays in the pedestrian or bicycle network and the relationship between creating more livable streets and economic development (traffic slows, easier to make left turns into business parking lots).

- During reconstruction projects, space reallocated from vehicle lanes can be used to widen sidewalks, create bump outs, plant street trees or greenscape elements, install street furniture, implement bicycle lanes or cycle tracks, or provide on-street parking lanes.
- During resurfacing or new striping projects, installing minimum lane widths can provide additional space to install bicycle lanes or cycle tracks. On roadways with on-street parking, it is
- advantageous to provide additional width to either the parking lane or the bicycle lane, particularly in areas with high parking turnover, to reduce the likelihood that a bicyclist will be struck by a motorist opening a car door.
- Successful road diets include an analysis of the entire affected area in order to identify and mitigate potential traffic spill over into other areas or cutthrough traffic.





RESOURCES: AASHTO Pedestrian Guide for the Planning, Design, and Operation of Pedestrian Facilities.

Road Diet Handbook: Setting Trends for Livable Streets. Jennifer Rosales. ITE September 2006
Road Diet: Proven Safety countermeasures. FHWA: http://safety.fhwa.dot.gov/
provencountermeasures/fhwa\_sa\_12\_013.htm

# WIDTH OF LANES



# DESCRIPTION

Reduced lane widths encourage slower vehicular speeds and reduce crossing widths, improving conditions for pedestrians. Existing vehicle lane widths might be wider than needed.

# BENEFITS

On roadways where vehicle lane widths are greater than needed, reduced lane widths may be a good solution that results in improved conditions for pedestrians by reducing their exposure to vehicle traffic. Additional space on the edge on the street may also provide sufficient space for installing a bicycle lane or widening sidewalks.

# DESIGN CONSIDERATIONS

- When building new roadways, avoid building lanes with excessive width. Narrower roadways are preferred for improving safety and livability.
- Avoid over wide lanes ranging from 14-16 feet.
   Streets with excessive width to the lanes may be good candidates for lane width reduction.
- Minimum lane widths can vary from 10 to 12 feet depending on the functional classification of the street and local conditions. A width of 10 feet may be acceptable for local, collector, and even some arterial streets. However, for most urban arterials 11 feet is an acceptable width. A reduction in lane width may not be achievable on roadways with heavy truck or bus traffic. A minimum preferred width for center turn lanes, where used, should be 10 feet, and in a neighborhood context, can be as narrow as 9 feet.

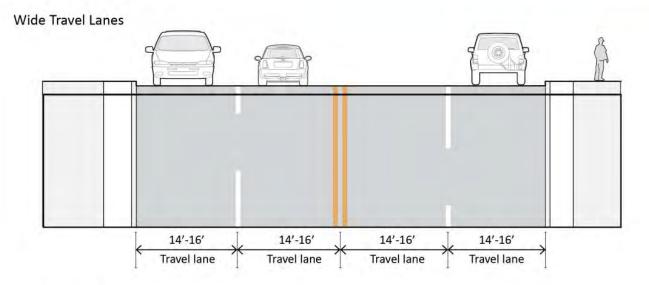
- Reduced lane widths are often implemented to allocate more space for the installation of bicycle lanes, which can act as buffers between the roadway and the sidewalk where the Amenity Zone is not present. On streets where bicycles are intended to share lanes with cars side by side, vehicle travel lanes should not be narrowed to less than 14 feet.
- During resurfacing or restriping projects, installing minimum lane widths can provide additional space to install bicycle lanes or cycle tracks. On roadways with on-street parking, it is advantageous to provide additional width to either the parking lane or the bicycle lane, particularly in areas with high parking turnover, to reduce the likelihood that a bicyclist will be struck by a motorist opening a car door.
- Reevaluate roadway standards, and narrow standard vehicle lane widths on new and existing roadways that exceed new American Association of State Highway and Transportation Officials (AASHTO) Green Book guidelines.
- Reallocate a portion of the roadway to bike lanes where appropriate.

Consider lane diets on existing roadways where the following conditions exist:

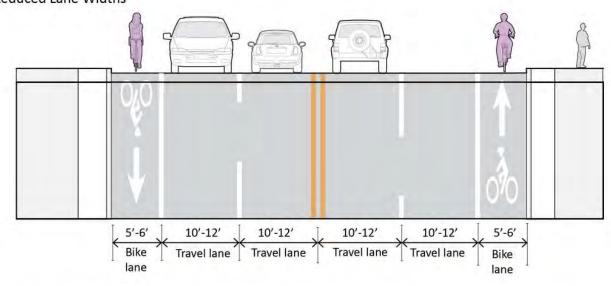
- Collector and local streets with lane widths greater than 10 feet.
- Arterial streets with lane widths greater than 12 feet; heavy truck and bus volume should be a consideration but not preclude a lane diet.
- Streets near schools and other uses that generate high volumes of pedestrian traffic where there is excess lane width.

# CRASH REDUCTION FACTOR: RESEARCH INCOMPLETE

Excess lane width can be used at the margins of the roadway to widen the sidewalks Amenity Zone, parking lanes or install bike lanes which all results in lessening pedestrian exposure to vehicular traffic.



# Reduced Lane Widths

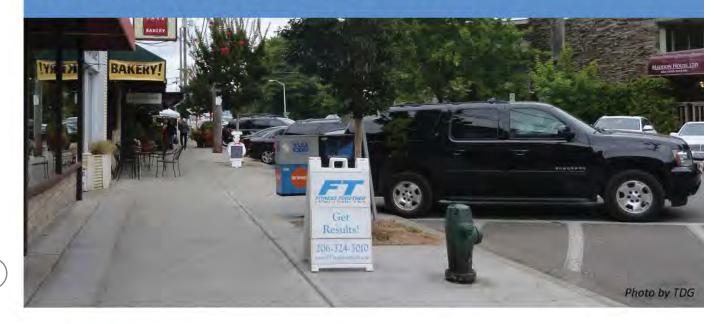


RESOURCES:

AASHTO Pedestrian Guide for the Planning, Design, and Operation of Pedestrian Facilities. PedSafe: http://www.pedbikesafe.org/PEDSAFE/countermeasures\_detail.cfm?CM\_NUM=18

Designing Walkable Urban Thoroughfares: A context Sensitive Approach. http://www.ite.org/css/RP-036A-E.pdf

# BACK IN ANGLE PARKING



# DESCRIPTION

Back-in angle parking (also known as reverse angle or diagonal parking) is an alternative to parallel or front-in angle parking and has many benefits over these other parking types.

### BENEFITS

- Allows opportunity to install curb extensions, and to narrow street crossings for pedestrians
- Increases parking capacity (9 to 10 feet of lateral curb per vehicle, versus 22 feet per vehicle for parallel parking).
- Improves the ease of loading and unloading cargo and children, and protection for children because the open car door now directs young children back to the curb or sidewalk rather than out into the street.
- Back-in angle parking also can create a traffic calming effect due to higher number of parking maneuvers per curb length, which can be particularly beneficial around schools and commercial areas.
- Curb extensions can be installed with tree wells, which helps green and cool downtowns and streets
- Helps create place, character and identity to a business district.

- Back-in angle parking provides motorists with better vision of on-coming bicyclists, cars, and trucks as they exit a parking space and enter moving traffic. See Nelson/Nygaard 2005.
- Back-in angle parking eliminates the risk associated with parallel parking where a motorist may open the car door into the path of a bicyclist.

### DESIGN CONSIDERATIONS

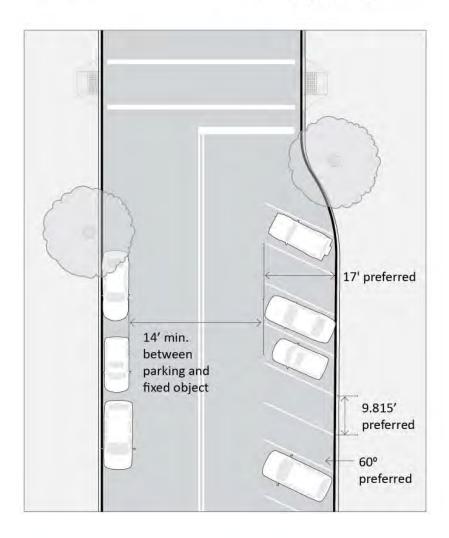
- Angled parking should be considered only where the posted speed is less than 25 to 30 mph and where there is high demand for parking.
- As a general rule, back-in angle parking should be installed on side streets first.
- It should also be considered for nonarterial streets where speeding is a problem and increased parking is needed.
- Its use on downhill grades should be studied carefully, and it may have limited usefulness on single lane, one-way streets.
- Back-in angle parking may be routinely installed wherever there is currently front-in angle parking or where there are opportunities for road or lane diets and the desire for traffic calming.

- It should also be considered in locations with bike lanes.
- Back-in angle parking is preferred to front-in angled or perpendicular parking when bike lanes are present because visibility between the driver and bicyclists is improved.
- Use of this technique may require education

up-front for motorists such as temporary educational signs providing images of what the parking should look like and guidance on how to back-in angle park.

### POLICY CONSIDERATION

 Update Wichita Parking Standards to include back-in angle parking.



RESOURCES:

AASHTO Pedestrian Guide for the Planning, Design, and Operation of Pedestrian Facilities.

Back-in/Head-out Angle Parking, Nelson/Nygaard: http://www.hampdenhappenings.org/HCC\_WEB/Zoning\_Pdf/RAP/San\_Francisco.pdf

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach. ITE: http://www.ite.org/css/RP-036A-E.pdf

# MINITRAFFIC CIRCLE

### DESCRIPTION

Mini-traffic circles are circular islands that are installed in the center of appropriate residential street intersections to reduce traffic speeds and collisions. Mini traffic circles require vehicles to reduce speed while allowing continuous traffic flow.

### BENEFITS

- Mini traffic circles reduce crashes at residential street intersections.
- Mini traffic circles also function as traffic-calming devices by slowing traffic.
- Mini traffic circles can be installed in lieu of stop signs to maintain the flow of traffic.
- In order to benefit pedestrians and bicyclists minicircles must be properly designed to slow vehicles because right-turning vehicles are not controlled at an intersection with a mini-circle, potentially putting pedestrians and bicyclists at risk.
- Mini traffic circles eliminate the issue of stop sign non-compliance at low volume residential street intersection which can reduce crashes and the need for enforcment.

### DESIGN CONSIDERATIONS

- Mini traffic circles should be accompanied by tight curb radii on the adjacent corners to reduce right turning vehicle speeds.
- Larger vehicles such as school buses that make wider turns can be accommodated by building mini traffic circles with mountable curbs.

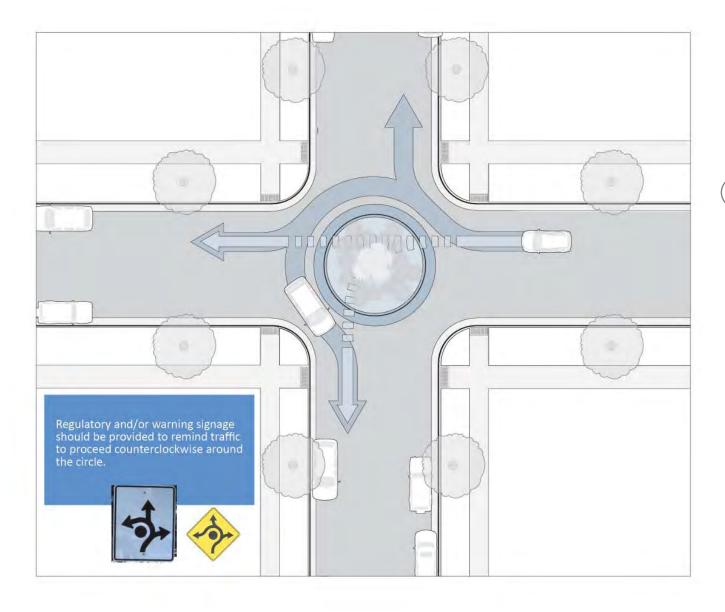
 Mini traffic circles should be sized according to street width and allow for the passage of emergency vehicles and snow plows.

Photo by TDG

- Regulatory or warning signage should be provided to direct traffic to proceed counterclockwise around the circle.
- Design mini traffic circles with mountable curbs to allow for emergency vehicle access.
- Vegetation should be maintained so that it does not block visibility. Keep landscaping in the circle below 36 inches and above 6 feet to maintain clear visibility through the intersection.
- Visibility of the circle can be enhanced with paint and reflectors.
- By local ordinance, fire and emergency vehicles, buses and other large vehicles may make left turns without going around the circle.
- Mini-traffic circles can be landscaped or paved.

Consider installing mini-traffic circles on:

- Intersections of residential streets where there is a history of crashes.
- Bicycle routes (residential streets that are signed or otherwise designated as bicycle routes).



**RESOURCES:** 

PedSafe. http://www.pedbikesafe.org/PEDSAFE/countermeasures\_detail.cfm?CM\_NUM=34 Mini-Roundabouts. FHWA: http://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa10007/fhwasa10007.pdf

Traffic Circle Program. City of Seattle: https://www.seattle.gov/transportation/trafficcircles.htm

# **CHICANES**



# DESCRIPTION

Chicanes are a traffic calming measure that divert the path of travel along a roadway causing drivers to slow in order to make lateral shifts and/or pass through a narrowed section of roadway. Chicanes can take the form of curb extensions, center islands, or staggered on-street parking. On lower speed and lower volume residential streets, chicanes are often mid-block curb extensions used to slow traffic by narrowing the roadway to the width of one lane.

### BENEFITS

- Chicanes require drivers not only to reduce their speed but to share and negotiate the shared space with other drivers and roadway users.
- Chicanes have been show to lower speeds
- Chicanes can also be planted to provide additional landscaping or to incorporate stormwater treatment such as rain gardens, thereby providing secondary benefits.
- Chicanes require more attentive driving behavior.

# **DESIGN CONSIDERATIONS**

As with all traffic calming measures, the context of the street must be considered, including the following characteristics:

- Street classification
- Traffic operational analysis
- Mix of traffic, including consideration of bus, bike or truck routes

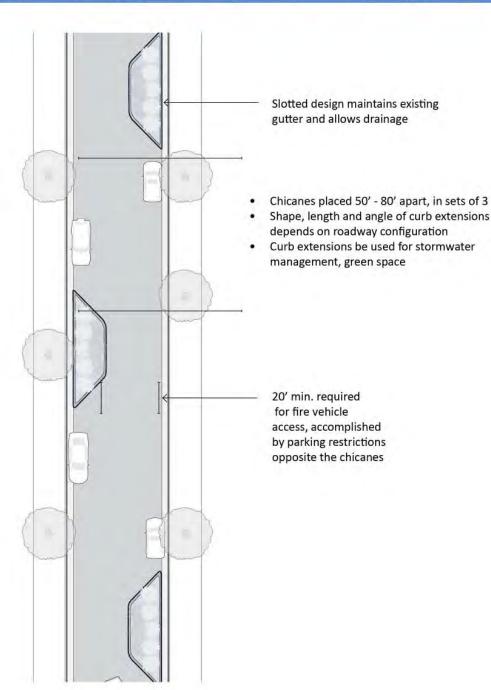
- Adjacent land uses
- First responder vehicle needs

Streets that are good candidates for traffic calming through the application of chicanes are residential streets where the following applies:

- There is a high volume of high speed cut through traffic.
- On routes that are frequented by children walking/ biking to and from school.
- Where there is a comprehensive neighborhood traffic calming program, particularly in neighborhoods where other traffic calming measures have been implemented.

Consider the following for placement of chicanes in the right-of-way:

- The placement of chicanes should alternate from one side of a street to the other, and are typically placed in groups of three.
- Removal of on-street parking may be required for chicane installation.
- The size of chicanes will vary based on the targeted design speed and roadway width, but the path of travel must be 20 feet wide curb to curb at a minimum to accommodate emergency vehicles.
- Where lane width cannot be narrowed, staggered areas for parking can create a chicaning effect.
- Chicanes can be used on both one-way and two-way streets.



**RESOURCES:** 

AASHTO Pedestrian Guide for the Planning, Design, and Operation of Pedestrian Facilities. PedSafe: http://www.pedbikesafe.org/PEDSAFE/countermeasures\_detail.cfm?CM\_NUM=33 City of Seattle Mid-Block Speed Control: Chicanes and Speed Humps. www.seattle.gov/transportation/docs/ITErevfin.pdf

# DESIGN TREATMENT APPLICATION FOR NEIGHBORHOOD TYPOLOGIES \_

Chapter 2 outlines five distinct neighborhood typologies. The typologies, or the different ways that Wichita streets have been built at different times, provide a way to consider the application of the design treatments in specific neighborhoods. The recommendations below are based on the types of unique challenges for pedestrians in each of the typologies.

# City-Wide

City-wide there are several street related challenges to pedestrian safety that are not specific to a typology. These challenges are:

- » Crossing multi-lane arterials streets at uncontrolled locations: This is a challenge where many residential streets intersect arterials, where pedestrians need to cross the street to access adjacent businesses, schools, neighborhoods, or transit stops. This is also an issue where there are long distances between signals or signalized pedestrian crossings.
- » Missing sidewalks along arterials: Many arterial streets do not have sidewalks or have gaps in sidewalks that challenge pedestrian access along the roadway.

The following section outlines design treatments that are appropriate for each neighborhood typology based on the most common challenges faced by pedestrians in these areas.

### **Downtown Grid**

# Example Neighborhoods

» Downtown

# Typology Specific Challenges

1. Excess capacity: Many Downtown streets are wide and have more lanes than needed to accommodate the amount of traffic using them. Wide streets increase pedestrians' exposure to traffic when crossing the street. This makes additional accommodation for pedestrians at signalized and unsignalized crossing important for safety.

- » Road Diet
- » Width of Lane
- » Curb Extension
- » Median
- » Crossing Island
- » Right-turn Slip Lane
- » Pedestrian Signal
- » Protected Left Turn Phase
- 2. Transit use: There is higher transit use Downtown, this requires accommodations for transit resources (i.e., bus shelters, benches) within the Sidewalk Zone and



facilities to enable pedestrians to safely cross the roadway during periods of high traffic volumes.

Applicable Design Treatments:

- » Transit Stop Location
- » Transit Stop Design
- » Crossings Near Transit Stop
- » Amenity Zone
- 3. One-way streets: Many of the streets in Downtown Wichita are one-way with more than one travel lane, which creates a multiple threat hazard. A multiple threat hazard can occur on roads with multiple lanes in the same direction where one car stops for a pedestrian and a car in the adjoining lane does not because the driver is unable to see the pedestrian due to the other stopped vehicle. Multiple threat hazards can be mitigated for pedestrians trying to cross the street at uncontrolled mid-block locations (e.g., locations without signals or stop signs).

Applicable Design Treatments:

- » Road Diet
- » Width of Lanes
- » Mid-block Crossing
- » Rectangular Rapid Flash Beacon
- » Curb Extension
- » Crosswalk
- » One-way to Two-way Street Conversions (Project Downtown)
- 4. Long blocks: The long blocks in downtown make mid-block crossing more desirable for pedestrians wanting to get to businesses and services on the opposite side of the street. Often a pedestrian is more likely to make a midblock crossing instead of walking to the end of a long block to cross at a signalized intersection.

**Applicable Design Treatments:** 

- » Mid-block Crossing
- » Crosswalk
- » Rectangular Rapid Flash Beacon
- » Curb Extension
- » Crossing Island
- 5. Life on the streets: With wide sidewalks and density of businesses, entertainment and restaurants, Downtown is a great place for placemaking related sidewalk improvements.

- » Amenity Zone
- » Buffer Zone



- » Building Frontage Zone
- » Driveway Design
- » Back-in Angle Parking

# **Residential Grid**

# Example Neighborhoods

- » Delano
- » South Central
- » Midtown

# Typology Specific Challenges

1. Visibility at intersections: In these areas streets are narrow with on-street parking and street trees.

# Applicable Design Treatments:

- » Curb Extensions
- 2. Cut-through traffic, one block off of arterial streets: Cut through traffic, avoiding congestion on arterial streets, often uses the residential street one block off of the arterial. These streets often see higher motor vehicle volumes and speeds than other residential streets.

# **Applicable Design Treatments:**

- » Chicanes
- » Mini Traffic Circles
- 3. One-way streets: Some of the arterial streets in these residential areas are one-way with more than one travel lane, which creates a multiple threat hazard. A multiple threat hazard can occur on roads with multiple lanes in the same direction where one car stops for a pedestrian and the other car does not because the driver is unable to see the pedestrian due to the other stopped vehicle. Multiple threat hazards can be mitigated for pedestrians trying to cross the street at uncontrolled mid-block locations e.g. locations without signals or stop signs.

- » Road Diet
- » Width of Lanes
- » Curb Extensions
- » Crosswalk
- » One-way to Two-way Street Conversion
- 4. Arterial street crossings from residential areas to adjacent neighborhoods, schools, or shopping areas: Locations without pedestrian access across arterial streets, result in shopping areas, services and adjacent neighborhoods that are not accessible to pedestrians who live in nearby residential neighborhoods.





# Applicable Design Treatments:

- » Road Diet
- » Width of Lanes
- » Crosswalk
- » Mid-block Crossings
  - » Rectangular Rapid Flash Beacons
  - » Crossing Islands
- » Curb Ramps

### Grid and Curvilinear

# Example Neighborhoods

- » Southwest Neighborhood
- » Benjamin Hills
- » Matlock Heights
- » Fabrique

# Typology Specific Challenges

1. Safe walking routes to schools and parks: The intact street grid makes it possible for students to walk to school. Streets without sidewalks and unimproved street crossings are barriers to safe walking and bicycling for children. Skewed intersections are more common in these areas. At intersections skewed intersections can lengthen street crossings and increase turning speeds.

# Applicable Design Treatments:

- » Skewed Intersection
- » Curb Extension
- » Curb Radius
- » Curb Ramps
- » Sidewalk Zone
- 2. Arterial street crossings from residential areas to adjacent neighborhoods or commercial areas: Many shopping areas, services, schools and adjacent neighborhoods are not accessible to pedestrians in residential neighborhoods. Arterial and residential street intersections are often not improved for pedestrians making arterial streets challenging to cross. Walking or ADA access into commercial areas is often not provided requiring pedestrians to pass through parking lots where sidewalks are not provided from the adjacent street to the front entrance of the store.

- » Driveway Design
- » Crosswalk



- » Sidewalk Zone
- 3. Sidewalks: Many of the streets are missing sidewalks from one or both sides of the street. Due to the intact street grid, there is likely a higher volume of pedestrians walking and opportunities for children to walk to school.

Applicable Design Treatments

- » Sidewalk Zone
- » Buffer Zone
- 4. Residential street intersection control: Slowing traffic at residential street intersections is important for the safety of pedestrians crossing the street. At low volume residential street intersections motor vehicle drivers may not always comply with stop controlled intersections or obey rules of the road at uncontrolled locations (yielding) because they rarely encounter cross traffic at those locations. At intersections without control, traffic calming devices can help to slow speeds and improve compliance at intersections.

Applicable Design Treatments

- » Mini Traffic Circles
- » Curb Extensions

# High Density Curvilinear with Cul-de-Sacs

Example Neighborhoods

- » West 21st St and Maize Rd
- » Westlink
- » Brookhollow

Typology Specific Challenges

 Lack of street connections require longer block walking distances: Walking to destinations within the neighborhood can be challenging with a lack of connecting streets and sidewalks; and longer distances where connections do exist.

- » Sidewalk Zone
- » Connector Trails
- Access management: Arterial streets adjacent to neighborhoods are where residents access businesses, transit and other services. Driveways and their relationship to the sidewalk can affect



pedestrian safety particularly where there are a high number of driveways, where there is no sidewalk or where the sidewalk alignment and grade is not straight and flat.

# **Applicable Design Treatments**

- » Access Management
- » Driveway Design
- » Illumination Along Corridors
- » Illumination at Intersections
- 3. Traffic calming: Speeding along residential streets can be a problem in areas where the streets are wide and there are few parked cars. Speeding increases the risk and severity of collisions including those involving pedestrians crossing the street.

# **Applicable Design Treatments**

- » Mini Traffic Circles
- » Chicanes

# **Low Density Curvilinear with Cul-de-Sacs**

# Example Neighborhoods

- » Sierra Hills
- » Lakepoint
- » Willowbend
- » Fox Ridge

# Typology Specific Challenges

1. Sidewalks: Many of the streets are missing sidewalks from one or both sides of the street.

# Applicable Design Treatments

- » Sidewalk Zone
- » Buffer Zone
- Lack of street connections require longer walking distances between blocks: Walking to destinations within the neighborhood can be challenging with discontinuous streets and culde-sacs.

- » Connector Trails
- Connections between neighborhoods:
   Adjacent neighborhoods in these areas may be difficult to walk between with the only street connections requiring long walks and/or use of arterial or two lane streets with no sidewalks.



http://walking.wichita.gov

# Applicable Design Treatments

- » Sidewalk Zone
- » Curb Radius
- » Curb Ramps
- 4. Single entrance to development: Some developments have a limited number of entrances. The entrances are built wide for high speed, motor vehicle access. Because pedestrians will also use these entrances to access adjacent neighborhoods, transit or street crossings, pedestrian amenities at these locations are important for pedestrian safety.

# **Applicable Design Treatments**

- » Sidewalk Zone Curb Radii
- » Curb Ramps
- » Illumination at Intersections
- » Crosswalk
- » Mid-block Crossing
- 5. Traffic calming: Speeding along residential streets can be a problem in areas where the streets are wide and there are few parked cars. Speeding increases the risk and severity of collisions including those involving pedestrians crossing the street.

- » Mini Traffic Circles
- » Chicanes



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# **DISTRICT ADVISORY BOARD (DAB) I**

# MEETING MINUTES Monday, August 4, 2014

6:30 p.m.

Atwater Neighborhood Resource Center, 2755 E. 19th St. N., Wichita, Kansas 67214

**Members Present** 

Members Absent

Guests

Brandon James

Aaron Mayes

Listed on last page

Bill Wynne

David Buckmaster

Dan Heflin

James Roseboro

**Beverly Domitrovic** 

Twila Chaloupek

Janice Rich

K.C. Ohaebosim

Janet Wilson

Lavonta Williams, Council Member

# City of Wichita Staff Present

Officer Justin Whyte, Patrol East, Beat 32
Officer Gregory Feuerborn, Patrol North, Beat 43
Captain Colby Roberson, Wichita Fire Department
Kathy Morgan, Metropolitan Area Planning Department
Scott Wadle, Metropolitan Area Planning Department
Alana Haynes, Office of Community Engagement

### Order of Business

### Call to Order

Council Member Lavonta Williams called the meeting to order at 6:30 p.m. and welcomed staff and guests.

# Approval of Agenda

Motion to approve the agenda submitted. Motion carried 9:0.

### Approval of Minutes

Motion to approve the minutes submitted. Motion carried 9:0.

# Public Agenda

# 1. Agenda Items

No item.

### 2. Off Agenda Items

State Representative Gail Finney and Bonita Gooch presented on the importance of building strong families and communities by decriminalizing marijuana. Representative Finney and Bonita Gooch requested that the City Attorney draft the language that is acceptable for the item

to be placed on the November voting ballot and that the City Council allow the public to vote on decriminalizing of marijuana.

**DAB member:** What can we do as a DAB if we are willing to support the decriminalization of marijuana? **CM Williams:** As a DAB the position must be made collectively.

**DAB member:** How many people are being arrested with jobs? Gooch: Employment is not an identifying factor.

Action Taken: Received and Filed

John Stevens presented on an issue of animal control and citizens losing postal services due to out of control dogs. Stevens commented that the community has had an issue with animal control for a long time and would like something to be done to prevent citizens from losing their postal services.

CM Williams: The City is working with the US Postal Department to resolve this issue. We were told that senior citizens have options and would not lose their postal services. Please contact the postal office, if mail services are not being provided for seniors.

Action Taken: Received and Filed

### Staff Report

### 3. Fire Report

Captain Colby Roberson, WFD, Station # 10, reported that District I had a total of five fires; of which, three were incidentals. Many calls were placed over the fourth of July, however; the data has not been released as of yet. Questions-none.

Action Taken: Received and Filed.

### 4. Police Report

Officer Justin Whyte, Patrol East, Beat 32, reported that Patrol East will begin actively watching for individuals talking and texting while driving. Whyte reminded DAB members to drive safely and watch for others on the road. Questions-none.

Officer Gregory Feuerborn, Patrol North, Beat 43, reported IMPACT meetings have been very successful, resulting in unwanted criminals moving away from the community. The police department ask that community members continue to attend the IMPACT meetings and encourage neighbors to contact the police department to report suspicious activities. Questionnone.

Action Taken: Received and Filed.

### **New Business**

# 5. <u>CUP2014-20</u>

Kathy Morgan, City Planner, presented on a request for Amendment #2 to DP-128, the Brush Creek CUP, Lot 3, Brush Creek 3<sup>rd</sup> Addition to amend Provision 6-B allow a full-color LED message board.

**DAB Member:** How far from the street is the sign located? Morgan: The sign is as close to the

property as it can be.

**DAB member:** Why is the property zoned for no LED signs? **Morgan:** This is a result of the provisions the developer wanted originally.

**DAB member:** What is the height of the existing sign? The sign is currently 35ft.

David Buckmaster made a motion to deny the request of the LED message board. Motion was properly seconded by Bill Wynne. Motion approved 6-3.

Action Taken: Received and Filed.

# 6. <u>Department of Public Works & Utilities Bicycle Master Plan & City of Wichita Pedistrian</u> Master Plan

Scott Wadle, City Planner, presented on the 2011 - 2020 Capital Improvement Program (CIP) adopted by the City Council which includes funding for the Bicycle Enhancement Projects. On June 4, 2011, the City Council approved the selection of Toole Design Group to assist staff in creating a Wichita Master Bicycle Plan. In February 2013, the City Council endorsed the Wichita Bicycle Master Plan. The Armour Bicycle Boulevard bicycle project is one of the top ten onstreet bicycle routes recommended by the plan.

A DRAFT City of Wichita Pedestrian Master (Plan). A 10 year guide for how the City of Wichita (City) can improve conditions for walking. More than 50 events have been held with opportunities for individuals to participate in the planning process by completing surveys, serving on committees, participate in community meetings, and attending open house events. The Plan includes a vision, goals, actions, priorities, design guidance, and performance measures.

**DAB member:** How is this project funded? **Wadle:** This is funded through federal transportation enhancement funds.

**DAB member:** Can a skate boarder ride a in the shared bike lanes? **Wadle:** A bike lane is designated space only for bicycle travel.

Several members of the public expressed their support for the Bicycle Master Plan.

Bill Wynne made a motion to recommend approval of the Bicycle Master Plan and Pedestrian Master Plan. Motion was properly seconded by Janet Wilson. Motion passed 10-0.

# 7. City of Wichita Public Works and Utility

Rebecca Lewis, Sewage Treatment Superintendent, presented on a local surface water quality group that is targeting the stream that flows through Edgemoor Park and would like to do a pilot in the area with residents to incorporate projects at their homes that would reduce or filter the rainwater leaving their property that would result in improving the stream.

**DAB member:** Is this a pilot program? **Lewis:** Yes, this is a pilot program, however; we are looking to grow this project.

Janice Rich made a motion to recommend approval of the Sewage Treatment Project. Motion was properly seconded by Dan Heflin. Motion passed 10-0.

### **Board Agenda**

# 8. Updates, Issues and Reports

There were no updates, issues or reports.

# 9. Adjournment

Action Taken: Motion to adjourn was made by James Roseboro, David Buckmaster seconded. Motion carried 10:0.

# Meeting was adjourned.

The next meeting for the District Advisory Board I will be held at 6:30 p.m., September 8, 2014, at the Atwater Neighborhood Resource Center, 2755 E. 19<sup>th</sup> St. N.

# **District II Advisory Board Minutes**

August 5, 2014

www.wichita.gov

The District II Advisory Board meeting was held at 6:30 p.m. at Fire Station #20 located at 2255 S. Greenwich Road Wichita KS, 67207. The Council Member, eight board members, four staff and 21 members of the public were present.

**Members Present** 

David Babich Max Weddle

Jennifer Baysinger

Blaine Knott

Dale Carter

Carol Jones

Nick Howell

Brain Carduff

Pete Meitzner- Council Member

Members Absent

Stephanie Galicia

Nazir Jesri

Kelly Callen

**Staff Present** 

Officer Richard West, Wichita Police Department Captain Neal Barnes, Wichita Fire Department Dale Miller, Metropolitan Area Planning

Department

Alana Haynes, Office of Community Engagement

<u>Guests</u>

Listed on last page

# **ORDER OF BUSINESS**

# **CALL TO ORDER**

The meeting was called to order at 6:30 p.m.

# APPROVAL OF MINUTES AND AGENDA

- July minutes approved (8-0)
- August agenda approved (8-0)

### PUBLIC AGENDA

### **Scheduled Items**

No Report

# Off-Agenda Items

No report

# **STAFF REPORTS**

### Community Police Report

Officer West, 38 Beat, Patrol East, reported six residential robberies four, aggravated assaults, one auto theft and 21 arsons. The Police Department is encouraging citizens to secure placement of valuables in vehicles to prevent theft. Officer West also stated with the starting of school, the Police Department is asking people to slow down while driving and to be mindful of children crossing the street.

Ouestions: None.

Action Recommended: Receive and file

### Fire Report

Captain Neal Woods, WFD, Station #20, reported during the month of July there were two fires in District II, which are currently being investigated.

Questions: None.

Action Recommended: Receive and file

### Park and Recreation Department

No Report

Action Recommended: Receive and file

### **NEW BUSINESS**

# ZON2014-00012

**Dale Miller, City Planner,** presented on a request for a 6.98 acres of a Single-Family Residential (SF-5) zoned site be re-zoned to Two-Family Residential (TF-3). There is an agricultural building on the subject site that will be removed. Approximately 24 buildings are planned for this site.

**DAB member:** Are there new single family homes there now? Miller: The single family homes that are there now are not new.

**DAB member:** What is the current price point for the project **Shackleford:** The prices of the homes will range from \$180,000 to \$220,000.

**DAB member:** Will the intent for the homes be homeownership? **Shackleford:** Yes, my intent is to build a patio home project that will market to seniors at an affordable rate.

**DAB Member:** If this project was developed as a single family home, how many houses would it fit? **Shackleford:** I would design it to fit the existing plan, having the same number of homes.

Citizen: Expressed concerns of zoning going to 2 family homes in the area and increasing traffic flow in the neighborhood.

Citizen: Commented that there is not an object to a 2 family home project; we are only concerned with the increased traffic and congestion this may bring to the area.

Citizen: Expressed that the traffic is currently congested in the area and if the traffic is doubled, it then becomes a safety concern for the neighborhood.

Dale Carter made a motion to recommend approval of the site be re-zoned to Two-Family Residential (TF-3). Motion was properly seconded by Nick Howell. Motion passed 7-1.

# CUP2014-00017 and ZON2014-00014

**Dale Miller, City Planner,** presented on request for a request for a number of amendments to the existing 7.13-acre LC Limited Commercial (LC) zoned Foliage Center Community Unit Plan (CUP) DP-282 located at the northwest corner of East 13<sup>th</sup> Street North and North Webb Road.

Ouestions- None.

Blaine Knot made a motion to recommend approval of the LC Limited Commercial (LC) zoned Foliage

2

# Center Community Unit Plan. Motion was properly seconded by Nick Howell. Motion passed 8-0. <u>City of Wichita Pedistrian Master Plan</u>

Scott Wadle, Senior Planner, presented on a DRAFT City of Wichita Pedestrian Master (Plan). A 10 year guide for how the City of Wichita (City) can improve conditions for walking. More than 50 events have been held with opportunities for individuals to participate in the planning process by completing surveys, serving on committees, participate in community meetings, and attending open house events. The Plan includes a vision, goals, actions, priorities, design guidance, and performance measures.

**DAB member:** This plan is about pedestrian and side walk safety? **Wadle:** Yes, this plan is about pedestrians, safety and access.

CM Meitzner: Do we have a sidewalk plan on 13<sup>th</sup> Street? Wadle: Yes, we have a plan on 127<sup>th</sup> to K96. CM Meitzner: The goal is to have sidewalks on both sides of arterial streets. The quality of our sidewalks in District II is very good. I would like to complement our staff and those before me.

### **Department of Public Works and Utilities Armour Bicycle Boulevard**

Paul Gunzelman, City Traffic Engineer, presented on the 2011 - 2020 Capital Improvement Program (CIP) adopted by the City Council which includes funding for the Bicycle Enhancement Projects. On June 4, 2011, the City Council approved the selection of Toole Design Group to assist staff in creating a Wichita Master Bicycle Plan. In February 2013, the City Council endorsed the Wichita Bicycle Master Plan. The Armour Bicycle Boulevard bicycle project is one of the top ten on-street bicycle routes recommended by the plan.

**DAB member:** Were other routes considered? **Gunzelman:** Yes other routes were considered during the planning.

**DAB member:** How tied in wealth are we to this plan? **Gunzelman:** The federal funding is for this year, it needs to be submitted by September 30<sup>th</sup>.

**DAB member:** Is it possible to come back to the next meeting to present the recommended changes? **Gunzelman:** Yes, we are able to come back to the September meeting to discuss the recommended changes.

Several Citizens expressed their concerns of increased traffic, parking on the streets, and safety concerns.

Jennifer Baysinger made a motion to recommend approval of the Armour Bicycle Plan with the expectations that Paul Gunzelman reports back with the recommended changes during the September DAB II meeting. Max Weddle, seconded. Motioned Passed 8-0.

### Updates, Issues, and Reports

**Council Member Meitzner:** Suggested the members of DAB II form a subcommittee regarding the Armour Bicycle Boulevard.

### Meeting was adjourned.

The next meeting for District Advisory Board II will be held at 6:30 p.m., Tuesday, September 2, 2014, at Fire Station 20, 2255 S. Greenwich.

### Guests

Joseph V Sauer II Joshua A Adamson Peg Mahoney Mary and Gary Mahoney Carole Hayes Randolph Robinson
Joe Hayes
Gene Rath
Kim and Chris Alexander
Chris Muller
Carolyn Kindrick
C. Greenemeye
Bill Hanson
Gary Pierce
Arnold Bengtson
Lonny Wright
Dahl Carmichael
Joy Martin
Mary Singleton
Tanya Merritt

# District III Advisory Board Minutes August 6, 2014

www.wichita.gov

The District III Advisory Board meeting was held at 6:30 p.m. at the Wichita WATER Center, 101 E. Pawnee, Wichita, KS 67211; Council Member Clendenin, Five District Advisory Board members; three City staff and 20 signed in members of the public were present.

# **Members Present**

Paul Davis
Elena Ingle
Eric Bell
David Robbins
Connie White
Jody Bennett

Council Member James Clendenin

# Staff Present

Case Bell, Community Liaison Bill Longnecker, Planning Zach Edwardson, Planning

# Guests

Listed on last page

# **Members Absent**

Terry Brewster Marjorie Griffith Wendy Ratliff

# **ORDER OF BUSINESS**

At 6:30 p.m. Council Member Clendenin called the meeting to order. Minutes from the July 2, 2014, meeting were approved. The agenda for the current meeting was approved.

# **PUBLIC AGENDA**

# **Scheduled Items**

None

### Off-agenda items

John Stevens spoke about an August 2<sup>nd</sup> newspaper article that talked about elderly citizens losing their postal service due to aggressive dogs in their neighborhoods. Mr. Stevens said that he thinks that the city should do more to educate dog owners. Councilmember Clendenin replied that he had spoken to Senator Moran's office about the issue and their staff is looking into it.

George Theoharris spoke on city ordinance regarding stray cats. Mr. Theoharris disagrees with the wording of the ordinance that reads "A cat that has no collar is said to be abandoned". He would like dog catchers to put tranquilizers in ground meat instead of using darts. Mr. Theoharris also said that he was in support of line of sight triangles.

Mike Hundley spoke about Friends of OJ Watson Park. They currently are made up of 12 citizens and six staff members. They are looking for volunteers to help the City save money by using volunteers instead of paid staff for some activities at OJ Watson Park. They are committed to getting OJ Watson Park to 100% cost recovery.

Hoyt Hillman, Bill Morton, and Sydney Renard spoke about the Park Board's discussion to accept bids for a corner portion of Clapp Golf Course to pay for improvements to the course. Mr. Morton said that he does not think people are considering the consequences of making changes to Clapp Golf Course. He said that Clapp is not actually in crisis. He said that he was concerned about the influences that a QuikTrip would bring into the area. Ms. Renard reported that she had looked at the financials for Clapp Golf Course and that it was not operating at a loss. She said that she feels like the loss in playership is not less than the other City courses. She said that the financials showed that revenue was up for 2014 and that she feels like they want to sell part of Clapp Golf Course to funnel money to the courses on the west side of town.

**DAB?** Exactly what kind of response will it take for them to leave Clapp alone? A: Need to get a majority vote.

A **DAB** member suggested that if a QuikTrip is put in, it will eventually go out of fashion and close and then it's dead space.

**DAB**: Does not think the City or park board has any business selling any public property to a commercial interest. Feels that there are properties that are over there that might meet the same commercial prospects, that would take away detrimental properties.

**Public?** What is the debt that's referred to and who is liable? **Councilmember Clendenin:** The debt was incurred by Auburn Hills. Tax payers do not subsidize the golf course, the enterprise fund is self-sustaining. All debt incurred is liable to the Enterprise fund.

**Public?** Would the park board have to come before the council to rezone if the property is sold? **A:** That is correct.

Public? How much of clap is in a flood plain? A: About 40%.

**Motion:** At this point the advisory board wants to take a position on this issue. Motion passed 5-0. **Motion:** That the DAB take the position that property that is now part of Clapp golf course should not be sold. Motion passed 5-0.

# **NEW BUSINESS**

# Scheduled Items CUP2014-00019

Dale Miller, Planning, presented on the proposed amendment to the Funston Addition Community Unit Plan (CUP) DP-315 to change the number of parcels, redistribute development standards and define permitted uses. The applicant is seeking to amend the 8.23-acre GC General Commercial (GC) zoned Funston Addition Community Unit Plan (CUP) DP-315 located at southwest corner of East 47<sup>th</sup> Street South and South Hydraulic Avenue. The request has been filed to facilitate the relocation of a convenience store from the southeast corner of South Hydraulic Avenue and East 47<sup>th</sup> Street South to the southwest corner of the same intersection. The site is currently vacant except for an unused off-site sign. The proposed amendments would reduce the number of CUP parcels from five to four, establish a Reserve A, redistribute development standards within the remaining four parcels and the reserve and define permitted uses as being those permitted by right in the GC district except for: correctional placement residences, nightclub in the city and cemetery.

**DAB?** What's the approximate size of the signs? **Applicant:** Same size as the current new stores. **DAB:** She lives at 48<sup>th</sup> and hydraulic, and says that's QT has been a very good neighbors. They keep the stores clean, well stocked, and pay their people a living wage. Feels that it will be an asset.

Only concern what they will do with the old property. **Applicant Truit Pretty**" Intentions are for the existing store once the new location is built is take everything away that makes it a QT. Make changes to the store to make it viable to potential buyers. They were able to buy the land back of the old QT in exchange for selling the land of the new QT so that they can turn it into a property that's viable to sell.

**DAB?** What else to do with the acreage? A: Replat the lot for the owner Jay Maxwell to be able to sell other lots. QT will only own the piece that the store is on.

Public? Will all the lots be the same size? A: No.

**Motion:** To approve the amendment to CUP DP-315 subject to the development standards described in the General Provisions and graphics depicted on the face of the proposed CUP and the two listed conditions.

Action: Motion passed 4-1.

# ZON2014-10: Request for TF-3 Two-Family Residential zoning

Item was removed from the agenda.

# Pedestrian Plan

Bill Longnecker, Planning, reported that since 2000 there have been 37 deaths and 1045 injuries of pedestrians in Wichita. A survey found that people felt that ease of walking was well below other cities of similar size. The City has worked with focus groups and a steering committee with design workshops. One of the barriers that was identified was gaps or missing sidewalk. Overall sidewalk condition was good where we have them. The 10 year plan submitted here address policies, infrastructure, and programs. The goal identified by the community were a safe and welcoming pedestrian network, promote citywide culture of walking, and move away from the lateral stripes in crosswalks to horizontal stripes. The purpose of the plan is to provide consultation on how to proceed with new projects with a focus on pedestrian safety. The plan is funded by local and federal dollars and an endorsement does not indicate an allocation of funds. Individual projects will have to go before council for funding.

**DAB?** Are you comfortable with the plan? **Councilmember Clendenin:** He is, since there is no money allocated. It just standardizes the pedestrian ways.

**Public:** Supports the plan. Has grandchildren that she would like for them to be able to walk down and get a popsicle. Supports the city supporting walking due to health benefits.

**Public:** Concerned that this plan does not addressed the planning commission's waiving of sidewalks in subdivisions.

**DAB?** Is there a part in the plan for park benches in walking areas for the elderly to stop and rest when they're walking? A: No, suggests talking to parks about developing a standard for park benches in high traveled areas.

**Motion:** That the District Advisory Board recommend that the City Council endorse the Plan. Motion passed 5-0.

# 2014 WAMPO Bike and Pedestrian Count

Zach Edwardson, Planning, presented on the 2014 the Wichita Area Metropolitan Planning Organization (WAMPO) Bike and Pedestrian Count. Each year WAMPO carries out a bicycle and pedestrian count across the metro region. This is to help determine which bicycle and pedestrian

facilities are actively used by the citizens of the region. WAMPO carries this out though the use of trained volunteers. WAMPO is seeking out volunteers to help with this process.

**DAB?** Are the locations planned? A: Yes, already planned.

**Action:** Receive and file

# **BOARD AGENDA**

Councilmember Clendenin urged people to be involved in the sales tax debate.

# Meeting was adjourned.

The next meeting for District Advisory Board III will be held at 6:30 p.m., August 6, 2014, at Wichita WATER Center, 101 E Pawnee.

Respectfully submitted, Case Bell, Community Liaison – District III

### Guests

N. Worthington

Hoyt Hillman

Zach Edwards

Tom and Betty Strickland

Delinda Miller Stevens

Cindy Renard

Bill Morton

Truitt Priddy

John Stevens

Mike Hundley

George Theoharris

Janet Wiele

Candia Smith

Steve Crum

Lonnie Wright

Michael Loop

Sydney Rhodes

Bruce Gass

Janet Byrnes

# District IV Advisory Board Minutes August 4, 2014

www.wichita.gov

The District IV Advisory Board meeting was held at 6:30 p.m. at the Alford Library at 3447 S. Meridian, Wichita, KS 67217; Vice Mayor Blubaugh, five District Advisory Board members; six City staff, and six member of the public were present.

# **Members Present**

Michael Gomm
David Kapaun
Nancy Wilhite
Don McManamy
Benny Boman\*
Vice Mayor Jeff Blubaugh
\*Arrived after the minutes and agenda approval

# **Members Absent**

John Whitmer Hestel Sewell Matt Lashley Josh Shorter Craig Gabel

Alex Garcia (Youth Member)\*

\*Youth Members are not voting members

# **Staff Present**

Case Bell, Community Liaison
Officer Kern, Wichita Police Department
Lt. Bowen, Wichita Fire Department
Paul Gunzelman, Public Works
Jess McNeely, Planning
Zach Edwardson, Planning

### Guests

Listed on last page

# **ORDER OF BUSINESS**

At 6:30 p.m. Vice Mayor Blubaugh called the meeting to order. Minutes from the July 7, 2014 meeting were approved. Agenda for the current meeting was approved.

# STAFF AGENDA

Officer Kern, Wichita Police Department, spoke concerning Beats 24 and 27. In June there were three auto thefts and an increase of larceny to cars. Kern reported that people are not locking their car doors. To combat this they are sending flyers out to some 40 homes. They also were working on a hotel sweep on Broadway with a prostitution sting in a couple of weeks.

Lt. Chris Bowen, Wichita Fire Department, reported that there were eight fires in District IV in June with \$250,000 in damage from house and apartment fires. There are a couple fires under investigation the rest are accidental. There is also a class of 17 firefighters coming out in 6-8 weeks.

**DAB?** Out of the eight fires, were any due to fireworks? A: Unknown.

# **PUBLIC AGENDA**

### **Scheduled Items**

Laura Meyers, Sedgwick County Emergency Communications, reported on the "Don't Play Around and Lock It Down" initiative. There were 80517 cell phone calls last year to 911 that were not emergencies. 3300 hours were taken from real emergencies. They are encouraging people to put a lock on their cell phone and keep small children away or take the battery out. If you call accidentally, stay on the line for them to make sure it's not an emergency as they will have to call back if you hang up.

**DAB?** What is the process for call backs? A: Call backs are supposed to haven within 2.5-3 minutes per call.

**DAB?** What is the majority of misdials? A: Pocket dialing.

**DAB?** Are non-emergency calls considered abusing 911? **A:** No, because there isn't a Sedgwick county non-emergency number.

**DAB?** How many operators work for 911? A: 12-15 per shift, 80 in total.

# Off Agenda items

Janice Bradley, Peace and Social Justice Center, spoke regarding their work against drug offenses and mass incarceration. They have a petition campaign to decriminalize marijuana because people get records that affect their lives for many years.

Mike Hundley spoke about Friends of OJ Watson Park. They currently are made up of 12 citizens and six staff members. They are looking for volunteers to help the City save money by using volunteers instead of paid staff for some activities at OJ Watson Park. They are committed to getting OJ Watson Park to 100% cost recovery.

### **NEW BUSINESS**

# **Scheduled Items**

### South Fork Update

**Paul Gunzelman, Public Works,** reported that Public Works had open bids in February for the water, sewage, paving, and drainage work. There was a successful bidder for the contract work. Most of the water line work is completed and most of the pipe is installed but still needs some work. The sewer is all completed.

### Sycamore Bicycle Boulevard Plan

Paul Gunzelman, Public Works, reported on the Sycamore Bicycle Plan. In February 2013 a Bicycle Master Plan was approved by City Council which lists the Sycamore route as one of the top ten priorities. A total of 13 projects from the plan were submitted for federal funding. In April 2013 the route was designed. In July 2013 they were notified that the Sycamore Plan had received federal funding. With the design, cyclists and vehicles will share the lain except on McCormick which will have separate lanes. There will be green markings on Seneca and McCormick to notify drivers of the bike lanes. The construction was estimated at \$63,000 with \$43,000 paid for from Federal funds and the rest being paid by local funds.

**DAB?** What are we trying to accomplish, pleasure riding, encourage more bicycling on paths? A: Yes to both, this also connects the neighborhood to West High.

Vice Mayor Blubaugh? Do you see more federal dollars coming in the future? A: Yes, it is likely there will be.

Vice Mayor Blubaugh? Are there any right of way acquisitions? A: Not with this plan.

**DAB?** What is the bid process? A: Federal funding means that the plans will be reviewed by KDOT and it will be open bidding.

DAB? Will out of state contractors be allowed to bid? A: Probably.

**DAB?** Is all the money for paint and labor? A: Most, but some of it is for traffic crossings.

**Public:** Citizen that lives on Sycamore feels that his neighbors are against this and thinks the bikers should keep to McLean. He is worried about people backing in and out of driveways and an increase in children going through the neighborhood. He feels that Sycamore already has too much automobile traffic.

Public? What is the cost to the city? A: Around \$20,000.

# **Pedestrian Plan**

Paul Gunzelman, Public Works, reported that since 2000 there have been 37 deaths and 1045 injuries of pedestrians in Wichita. A survey found that people felt that ease of walking was well below other cities of similar size. The City has worked with focus groups and a steering committee with design workshops. One of the barriers that was identified was gaps or missing sidewalk. Overall sidewalk condition was good where we have them. The 10 year plan submitted here address policies, infrastructure, and programs. The goal identified by the community were a safe and welcoming pedestrian network, promote citywide culture of walking, and move away from the lateral stripes in crosswalks to horizontal stripes. The purpose of the plan is to provide consultation on how to proceed with new projects with a focus on pedestrian safety. The plan is funded by local and federal dollars and an endorsement does not indicate an allocation of funds. Individual projects will have to go before council for funding.

**DAB?** Where are pedestrians hit? A: In mid-block areas.

DAB? How does the city find sidewalks that need to be repaired? A: It's a complaint driven process.

# 2014 WAMPO Bike and Pedestrian Count

Zach Edwardson, Planning, presented on the 2014 the Wichita Area Metropolitan Planning Organization (WAMPO) Bike and Pedestrian Count. Each year WAMPO carries out a bicycle and pedestrian count across the metro region. This is to help determine which bicycle and pedestrian facilities are actively used by the citizens of the region. WAMPO carries this out though the use of trained volunteers. WAMPO is seeking out volunteers to help with this process.

# ZON2014-00017

Jess McNeely, Planning, reported on an application for zoning change from MF-29 Multi-family Residential to GO General Office at the Southeast corner of West Lincoln Street and South Osage Street for medical services. The subject site is currently an undeveloped portion of the athletic fields associated with West High School. A portion of the property is platted as the Franklin Yikes Addition while the rest of the site is unplatted. If approved, the GO zoning would permit the development of a "medical service" that would be open year-round, and would serve West High School students, faculty and surrounding neighborhood residents. The medical service will be required to meet all Unified Zoning Code requirements, such as: screening, building height, dumpster location, landscaping and parking. The school district will retain ownership of the site.

**DAB?** Is this the same zoning as the adjacent property? A: Yes.

Action Taken: None as there was not a quorum present.

# ZON2014-00013

Jess McNeely, Planning, reported on the request to move from SF-5 Single-family Residential (SF-5) and LC Limited Commercial (LC) zoning to LI Limited Industrial (LI) zoning for the 160 acres generally located east of South Tyler Road and north of the K42 Highway. The 160-acre application area is owned by the Wichita Airport Authority and is contiguous with the remainder of the LI Limited Industrial (LI) zoned airport property. The application area includes the far south end of the paved runway system, and is otherwise open space under the Airport Hazard Zone Area A with a 25-foot height restriction. The Airport Authority also owns all surrounding property, to include property south of K42, with the exception of one SF-5 zoned residence on the north side of K42 and surrounded by the application area. Under LI zoning, the Unified Zoning Code (UZC) would permit numerous uses not permitted under the current SF-5 zoning. However, the Airport Authority intends to continue the current use – open space surrounding the paved runway system. The majority of the site is platted; the three small parcels in the southwest corner of the application area are un-platted.

McNeely noted that other schools have done this and it has been successful and the businesses must still meet the usual requirements such as landscaping and building code.

**DAB?** What will the total square footage be? **A:** Unknown.

Action Taken: None as there was not a quorum present

# **BOARD AGENDA**

Vice Mayor Blubaugh welcomed new DAB member Nick Hoheisel.

A DAB member suggested that the cruising ordinance in Wichita may be hindering car shows.

A DAB member reported on the CSBG Committee and the Summer Youth Program. More information at KACAP.org.

# Meeting was adjourned.

The next meeting for District Advisory Board IV will be held at 6:30 p.m., September 8, 2014, at Lionel Alford Library, 3447 S. Meridian.

Respectfully submitted, Case Bell, Community Liaison – Districts III and IV

### Guests

Mike Hundley N. Worthington Zedna Ascci Janice Bradley Vaughn Fox David Cline

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# District V Advisory Board **Meeting Minutes**

www.wichita.gov

August 18, 2014 6:30 p.m.

2110 N. 135th St. W. Wichita, KS 67235

The District V Advisory Board Meeting was held at 6:30 p.m. at Fire Station #21, 2110 N. 135th West Wichita, KS 67235. In attendance were Council Member Longwell, eight district advisory board members, six City staff and 13 members of the public who signed in.

**Members Present** 

Council member Jeff Longwell

Bryan Frye

Mike Greene

JV Johnston

Jill Kerschen

Mike Bell

Joey Ellzey

Troy Palmer

Jose Gutierrez

**Staff Present** 

Officer David Perkins, WPD

Captain Mark Dewey, WFD

Gary Janzen, Public Works & Utilities Rebecca Greif, Public Works & Utilities

John Schlegel, MAPD

Martha Sanchez, Community Liaison

Members Absent

Mike Hill

Paul Truitt

Kelly Watkins

Guests

Bob Layton, City Manager

### Order of Business

Welcome from Council Member Longwell Certificate of Recognition to DAB V member, Mike Bell's departure given by City Manager, Bob Layton

The meeting was called to order by Pro Tem, Bryan Frye at 6:30 p.m.

Approval of Minutes for July 21, 2014. Motion was made to approve the minutes Motion passed 8-0.

Approval of Agenda for August 18, 2014. Motion was made to approve the agenda. Motion passed 8-0.

Swearing in of DAB V Members by City Clerk, Karen Sublett

### Public Agenda

1. Scheduled items: None 2. Off Agenda items: None

\*\*\*\*\*Action: Provide comments/take appropriate action

### **Staff Presentations**

### 3. WPD/Community Police Report

Officer David Perkins, WPD, reported on school safety as school buses and kids on bicycles are out again. There's a crime trend with mail theft. There are over 250 victims with a large number north of 21<sup>st</sup> St. both west Wichita and east Wichita. Thieves are looking for individual mail boxes and credit card bills with enclosed checks to get account information. Federal investigation is now looking into this.

There is also larceny to autos at City parks and churches occurring as windows are broken and purses and other valuables are taken. Reminder, do not leave anything visible in car including cell phones.

Departmental goal is traffic safety. When tickets are written, it's to reduce accidents, especially on Kellogg.

\*\*\*\*\*Action: Receive and file.

# 4. Wichita Fire Department Report

Captain Mark Dewey, WFD, submitted a report on the Fire Department incidents in District V. There was a large fire on Silver Springs with over \$600,000 damage in July.

- 275 medical calls, 105 service calls, 379 alarm calls for July
- July 4<sup>th</sup> celebration looked like nothing seen before and this year it went above and beyond fireworks. There should be no fireworks over six ft. tall.

DAB: Who's responsible for painting the fire hydrants? A: The Water Department

\*\*\*\*\*Action: Receive and file.

### **New Business**

# 5. Water Line Improvements to Westfield, Westlink, and S. Arcadia St.

Gary Janzen, Public Works and Utilities, gave an update on the new petition. He reviewed the prior petition and the request for a new petition and a neighborhood meeting. The neighborhood meeting was held on July 31, 2014. He described the new petition by explaining the changes in the designated area with a power point presentation. Explaining the changes such as the range is closer.

**Public:** What will happen if 51% or more of the third petition are received? A: The third petition is using the fractional method based on the square frontage of the property. Janzen was not aware that it has been circulated; it was just mentioned on the July 31<sup>st</sup> meeting.

**DAB:** I would like to thank the Engineering Department for cooperating and following the request of the neighborhood to have a new petition to assess the project cost.

\*\*\*\*\*Action: Frye/Ellzey made a motion to recommend approval for the new petition.

Motion passed: 8-0

# 6. Water Line Improvements to Westfield Court

Gary Janzen, Public Works & Utilities, gave a brief update on the proposed water line improvement to North Westfield Court, north of Maple and west of Tyler. The proposed improvements are adjacent to groundwater contamination identified by KS Department of Health and Environment (KDHE). Staff have a received a valid petition signed by 67% of the resident owners. The estimated cost of the project is \$71,000, with 100% of the final cost being assessed to the improvement district on a fractional basis.

**DAB:** What is the reasoning for the City of Wichita not picking up any of the cost of the project? **A:** In this case, the water service is to a cul de sac and no possible continuation of the line.

**Public:** Why is there no assistance with the cost? **A:** There is no opportunity to extend the line for future property owners to branch off / connect to the line. In this case the requested project is solely for the cul de sac residents.

\*\*\*\*\*Action: Frye/Johnson made a motion to recommend approval for the petition.

Motion passed: 8-0

# 7. Pedestrian Master Plan

John Schlegel, Metropolitan Area Planning Department, will present the draft Wichita Pedestrian Master Plan. The Plan is proposed to be a 10-year guide for how the City of Wichita can improve conditions for walking. Over the 18 past months, more than 50 events have been held with opportunities for individuals to participate in the planning process. The Plan includes a vision, actions, priorities, design guidance, and performance measures. The Plan document and related materials are available online at <a href="https://www.wichita.gov">www.wichita.gov</a>.

\*\*\*\*\*Action: Frye/Johnson made a motion to recommend endorsement of the Plan by the Wichita City Council. Motion passed: 8-0

# **Board Agenda**

# 8. Updates, Issues, and Reports

### **Council Member Longwell:**

• Introduced new DAB V member, Jose Gutierrez.

### General Comments/ Announcements:

Next Meeting: September 15, 2014.

# **Guest List**

Alice Roceht
George Timberfield
Gary Bond
Andrew Johnson
Bob Mendel
James Byrues
Virgina Merremin
Lee Ehgler
Doug Faulkner
Michael Blanco
Jane Blanco
Darold Yates
Chester Bailoy

Respectfully Submitted, Martha Sanchez, Community Liaison District V & VI

# District VI Advisory Board Minutes www.wichita.gov

Monday August 4, 2014 6:30 PM

Evergreen Park & Recreation Center 2700 N Woodland, Wichita, KS 67204 Lounge Clubroom

The District VI Advisory Board meeting was held at 6:30 p.m. at the Evergreen Park & Recreation Center Lounge Clubroom 2700 N. Woodland, Wichita, KS 67204. There were five district advisory board members in attendance, 13 City staff and 24 members of the public who signed in.

### **Members Present**

Scott Dunakey Steve Mason Denise O'Leary-Siemer Deborah Sanders Joel Weihe

### **Members Absent**

### **Staff Present**

Martha Sanchez, Community Liaison Karen Sublett, City Clerk's Office Scott Knebel, Wichita Master Plan Bill Longnecker, MAPD WFD Lanna Allen, Station 7 WFD Aaron Hall, Station 7 WFD Darren Mullen, Station 7 Officer Vanessa Rusco, Patrol North Officer Michael Roets, Patrol North Sergeant Bart Brunscheen, Patrol North Officer Darrin Williams Patrol West Officer Lisa Berg, Patrol South Oscar Raymundo, Administrative Aide

### Guests

Listed on last page

Council Member Miller called the meeting to order and welcomed everyone.

# Approval of Agenda

The agenda was approved as submitted. Motion passed (5/0)

### Approval of Minutes

The minutes for July 7, 2014, were approved. Motion passed (5/0)

### City Clerk's Office

Karen Sublett from City Clerk's Office swear in District Advisory Board Members

# Public Agenda

# 1. Scheduled items: None

\*\*\*\*\*Action: Received and file

### 2. Off-agenda items:

Beverly Danley 1301 N. Waco Ave, spoke to the DAB members in favor of the marijuana petition. Danley pointed out that in the process of obtaining the 6,000 signatures, their grass roots petition drive has pre-registered over 160 persons to vote. Danley feels the petition drive shows a positive interest for the local community to be heard by their local government.

Russ Pataky 7814 E. Gilbert spoke to the DAB members in favor of the marijuana petition. Pataky believes that if marijuana was decriminalized, it would reduce arrests, save on the cost of housing inmates

and generate additional revenue for the City. Pataky urged the DAB and City Council to support the petition to allow the citizens of Wichita the right to choose.

\*\*\*\* Action: Received and file

### **Staff Presentations**

### 3. Wichita Fire Department

Captain Darren Mullen, Fire Station 7, gave a brief update on the activity at the station. For the month of July, District VI had one residential fire resulting in \$23,000 in property damage. The cause of the fire was careless smoking in the bedroom. The Wichita Fire Department (WFD) reminded the public to have caution when extinguishing cigarettes. Many times potted plants are used to extinguish lit cigarettes and in some cases, the potted material is not soil but possibly mulch or other highly combustible material. In the upcoming weeks and months the WFD will be inspecting, flushing out and repairing water hydrants throughout the city.

\*\*\*\*\*Action: Receive and file.

### 4. Wichita Police Department

Officer Vanessa Rusco, 41 Beat, gave a brief update on the activities in Patrol North. In July, numerous reports of break-ins to abandoned homes and non-residential facilities (detached sheds) were made. Thieves are using the abandoned homes and sheds as shelter, and then taking valuables for resale. A hot spot for auto theft is being investigated by the Department. A special report focusing on panhandling in the Central Riverside Park area shows 16 arrests and 23 citations. A sting operation focusing on morals violations in the North and South Broadway corridor resulted in eight females arrested. Office Rusco introduced Sergeant Bart Brunscheen and Community Police Officer Michael Roets newly assigned to the Patrol North Bureau,

\*\*\*\*\*Action: Receive and file.

Officer Lisa Berg, Homeless Outreach Team (HOT), gave a brief update on the activities in Old Town. Since the implementation of the Entertainment District of Old Town, HOT and other agencies will be placing educational signs regarding panhandling and vagrancies. HOT has also developed business card like handouts that businesses and citizens can give out instead of money. As of January 1, 2015, the HOT unit will be a permanent unit within the WPD.

\*\*\*\*\*Action: Receive and file.

Officer Darrin Williams, 15 Beat, gave a brief update on the activities in Patrol West. For the month of July there were a total of 353 crimes reported, 122 less than the previous month. The reduction in crime is largely due to the effectiveness of the larceny division that follows up on each larceny case. The larceny division works with years of information and flow trends to help police officers capture and or deter criminals.

**Public**: There have been a lot of what appears to be homeless staying all night in the 5000 West Central Ave shopping center? **A:** Yes, we have been called out to address that situation, and what we concluded is that these individuals are looking for work. A new Labor Ready has opened up in the shopping center. Individuals are spending the night in their cars sometimes in the park to be the first ones in line for that day.

\*\*\*\*\*Action: Receive and file.

#### **New Business**

#### 5. Pedestrian Master Plan

Scott Knebel, Metropolitan Area Planning Department, presented the draft Wichita Pedestrian Master Plan. The Plan is proposed to be a 10-year guide for how the City of Wichita can improve conditions for walking. Over the 18 past months, more than 50 events have been held with opportunities for individuals to participate in the planning process. The Plan includes a vision, actions, priorities, design guidance, and performance measures. The Plan document and related materials are available online at <a href="www.wichita.gov">www.wichita.gov</a>. Public: Suggestions for the plan is to incorporate a red arrow when pedestrians call for a crosswalk. This would prevent vehicles turning into crossing pedestrians.

\*\*\*\*\* Action: (Dunakey/ Sanders) made a motion to recommend endorsement of the Pedestrian Master Plan by the Wichita City Council.

Motion passed (5-0)

#### 6. Market and Topeka Bicycle Lane

Scott Knebel, Metropolitan Area Planning Department, presented the Market and Topeka Bicycle Lane project. Within the adopted 2011-2020 Capital Improvement Program (CIP), the Wichita Bicycle Master Plan has proposed a project that will provide on-street bicycle lanes on Market and Topeka from Kellogg to 17<sup>th</sup> Street. The project will also provide on-street bicycle lanes on 17<sup>th</sup> Street from Topeka to Market and on Market north to 21<sup>st</sup> Street. There will be minimal impact to on-street parking. Construction is planned to begin in fall 2014.

**DAB:** Are the matching funds coming from the Capital Improvement Program? A: Yes, the majority of the project cost will be funded by the Federal Transportation Enhancement.

**Public:** Will traffic be reduced to a single one-way lane on Market from Second Street to 21<sup>st</sup> Street? **A:** The section on Market form 17<sup>th</sup> to 21<sup>st</sup> Street will be reduced to a single one-way lane and a counter-flow bike lane.

**Public:** Traffic and parking along Market is already reduced, adding a bike lane will create traffic problems.

**Public:** As a bicyclist that uses Market Street frequently, I am glad to see a bike lane added to this section. Since Market Street is wide, vehicles tend to drive faster. A bike lane will add order and improve safety.

\*\*\*\*\*Action: (O'Leary-Siemer/ Sanders) made a motion to recommend approval of the proposed bicycle lane project.

Motion Passed (5-0)

#### 7. First and Second Street Bicycle Lane

Scott Knebel, Metropolitan Area Planning Department, presented the First and Second Street Bicycle Lane project. Within the adopted 2011-2020 Capital Improvement Program (CIP), the Wichita Bicycle Master Plan has proposed a project that will provide on-street bicycle lanes on First and Second Streets from Grove to Wichita Street. The project will continue south on Wichita Street to First Street, then west to Seneca. Construction is planned to begin in fall 2014.

**DAB:** Are there any plans to extend a bike lane from Grove St. to George Washington Blvd? A: There are no immediate plans.

DAB: George Washington Blvd would be ideal for a bike lane, it's not heavily trafficked and there is

plenty of space.

**DAB:** On the section with a 7 ft lane with a 3 ft buffer is that standard for a bike lane? **A:** It's not an ideal situation; we are working with existing pavement width. The 10ft allocated bike lane is larger than standard.

**DAB:** My concern is that the semi-truck that travels on Second Street will be crowed in 11 ft of lane. A: In this configuration the presence of a bike and parking lane will make it better for the truck traffic. The challenge for trucks is turning and an 11 ft lane is adequate. A second option can include widening the lane to 12 ft and reducing the bike lane.

**DAB:** I have noticed since the bike lanes have been built in the Mt. Vernon area, revitalization within the neighborhood is taking shape.

**Public:** This is one of the best things for Wichita growth and future. The residential population downtown is growing and having an alternative means of travel is great for Wichita.

**Public:** Representing the owners at 924 W. Second St., the addition of a bike lane will reduce customer parking and prohibit semi-truck to deliver goods. Going east of this location along the river, there are bike lanes that bicyclists can use.

**DAB:** To clarify, the bike paths along the river are meant for recreational use and a bike lane would allow bicyclists to reach their destination quicker and safer.

\*\*\*\*\*Action: (Dunakey/ Sanders) made a motion to recommend approval of the proposed bicycle lane project.

Motion Passed (5-0)

#### 8. ZON2014-00015

Bill Longnecker, MAPD, presented a request for zoning change from SF-Single-Family Residential (SF-5) to Multi-family Residential (MF-18) zoning. The proposed site is located on the west side of North Anna and one lot north of west central. The .46-acre area is located in a neighborhood that is primarily zoned SF-5 and numerous TF-3. If MF-18 development occurred on site the applicant would have to meet conformity of 6-8ft screening from abutting single-family uses and landscape requirements on site. Bill Longnecker pointed out that three out of the four adjacent land use are zoned TF-3(duplexes). The proposed development will not cause any negative visual impact to the neighborhood. The site will accommodate up to two duplexes or eight multi-family dwellings; the applicant has indicated to develop one or two duplex structures.

**DAB:** What is the difference from duplex and multi-family? **A:** Any dwelling above a duplex is considered multi-family

**DAB:** MF-18 will allow up to eight multi-family dwellings? A: Yes, with 30ft setbacks.

**DAB:** Eight dwellings could create parking, school busing and safety problems.

**DAB:** A request for zone change from SF-5 to TF-3 not MF-18 looks more appropriate for the lot and area.

\*\*\*\*\*Action: (Weihe/ Sanders) made a motion to recommend disapproval to the request city zone change from SF-5 to MF-18

Motion Passed (5-0)

# 9. ZON2014-00018

Bill Longnecker, MAPD, presented a request for zoning change from SF-Single-Family Residential (SF-5) to Two-Family Residential (TF-3) zoning. The proposed site is located east of Hoover Road, south of 13<sup>th</sup> Street North, between Curtis and Doris Street. The 4.7-arce area is unplatted and includes 890 sq ft single-family residence. The site is located in a neighborhood that is mainly zoned SF-5 with TF-3 scattered throughout. The site will accommodate up to 25 duplexes (50 living units) or 30 single-family residences. The applicant has provided two concepts plans with access from Curtis Street only. MAPD staff has received 38 protest petitions against the zone change.

Several members of the public spoke in opposition to the zone change. The concerns are: duplex development will have a negative visual impact, lower property values, increase flooding issues, additional school busing is needed and increase traffic.

**DAB:** Will the development not add to the drainage problem? A: City Planning Department requires that we maintain and dispose properly of any additional runoff that has been created.

**DAB:** Is 6-8ft screening required? A: No

**DAB:** The applicant indicated that only 15 duplexes will be built with 20 ft setbacks, can we add to that, a protective overlay (PO)? A: Yes

\*\*\*\*\*Action: (Weihe/ Dunakey) made a motion to recommend approval with the addition of the amended protective overlay (PO).

Motion passed (4-1)

## **Board Agenda**

#### 10. Problem Properties

There were no problem properties submitted.

## 11. Neighborhood Reports

There were no neighborhood reports given

# <u>Updates from Council Member</u>

#### Announcements

The next DAB VI meeting will be held on Monday, September 8, 2014

# Guests

Phil Meyer

Kevin Cragun

Candy Cragun

Rick Stover

Lisette Stover

Donna Edwards

Don Edwards

Jerry Jones

Laurel Herren

Slade Engston

Barry Carroll

Bob Wine

Janet Wine

Jay Allen

Patty Steven

Jack Brown

Bob Blinn

Russ Pataky

Jay Russell

Betsy Taub

Sabrns Brunner

Mark Turney

Misty Adams

Greg Boyajian

Respectfully Submitted

Martha Sanchez, Community Liaison District VI

# Wichita Transit Advisory Board Minutes

Wichita, Kansas August 15, 2014 10:00 a.m.

Absent: Jeff Fluhr

Robert Hamilton

Present: Sanford Alexander

Richard Carlon Moji Fanimokun George Harris Susan Robinson Richard Schodorf

Ron Terzian, Chairperson

Steve Turkle Janet Wilson

#### 1. Call to order

The meeting was called to order at 10:05 a.m.

#### 2. Introductions

Adividuals new to the group introduced themselves by their name and, when applicable, the organization with which they are affiliated.

# 3. Approval of minutes

The minutes for the July 18, 2014 meetings were approved as submitted. (Alexander/Fanimokun: 9-0)

# 4. Presentation- Scott Wadle, Senior Planner

#### Wichita Pedestrian Master Plan

The draft City of Wichita Pedestrian Master (Plan) is a 10 year guide for how the City of Wichita (City) can improve conditions for walking. More than 50 events have been held with opportunities for individuals to participate in the planning process by completing surveys, serving on committees, participate in community meetings, and attending open house events. The Plan includes a vision, goals, actions, priorities, design guidance, and performance measures.

On April 16, 2013, the City Council approved a Wichita Bicycle and Pedestrian Projects Memorandum of Understanding (MOU) between the YMCA, acting as the fiscal agent for the Health and Wellness Coalition of Wichita, and the City. The MOU's purpose is to support projects that make it easier, safer, and more convenient for people to walk and bike within the City. The projects identified in the MOU included the eation of a Pedestrian Master Plan.

On May 14, 2013 the City Council approved the selection and contract with Toole Design Group to undertake the preparation of the Plan. A 16-member Steering Committee was created and appointed by the Wichita

Bicycle and Pedestrian Advisory Board to help oversee the planning process. The Steering Committee included representatives that provided the following perspectives: USD259, Bike Walk Wichita, WAMPO, KDOT, Wichita Bicycle and Pedestrian Advisory Board, seniors, young professionals, Wichita-Sedgwick County Access Advisory Board, and other stakeholders.

Over the last year, the planning Steering Committee has worked closely with the Plan Technical Advisory Committee comprised of City staff members and the community at-large to create a plan that meets the needs of our community.

To-date, there have been a total of 10 Steering Committee meetings; 2 open house events, and 11 focus groups/listening sessions. Individuals have also had opportunities to provide comments online – 137 people completed the online survey, 157 comments were submitted on the interactive mapping tool, and 467 interactions on the Activate Wichita Pedestrian Plan topic.

The Plan includes the following three goals.

- Goal 1: Provide a safe and welcoming pedestrian network
- Goal 2: Improve community accessibility and connections for pedestrians
- Goal 3: Promote a citywide culture of walking

In order to accomplish the goals - the Plan contains strategic recommendations for improvements split into the following categories: Engineering, Encouragement, Education, Enforcement, Maintenance and Construction; and Plan Implementation.

## **Engineering**

Since pedestrian infrastructure is located throughout the city, the Plan includes a mix of recommendations that can apply at different levels: city-wide, neighborhood, and specific locations. The Plan also includes recommendations for policies and programs to make improvements in the short-term and long-term.

The Plan includes design guidance for street-related improvements that can help to ensure that projects throughout Wichita reflect best practices – improving pedestrian safety and encouraging more walking trips. The design guidance includes a graphic representing the best practice design, a photo example, description, benefits, and the crash reduction factor. The guidance addresses roadway crossings, intersections, and traffic calming. The design guidance can benefit both public and private projects.

At the neighborhood level, the Plan identifies typical pedestrian related challenges and design treatments that can be used to address those challenges. The information is provided according to five types of general street patterns: Downtown Grid, Residential Grid, Grid and Curvilinear, High Density Curvilinear with Cu-de-Sacs, and Low Density Curvilinear with Cul-de-Sacs. The Plan provides a toolbox that residents can use to help make it safer and easier to walk in their neighborhood.

The Plan does not include a map that recommends where individual improvements are needed, instead it recommends processes and programs that can be used to identify specific location improvements based on strategic priorities. For example, the Plan includes recommendations for senior walking routes and student walking routes. Once walking routes are identified, then inventories can be used to identify specific improvements that are needed (i.e. crosswalks, sidewalks, etc.)

<u>Encouragement; Education; Enforcement; Maintenance and Construction; and Plan Implementation</u>
The Plan includes recommendations for 9 strategies with related actions related to the non-Engineering category improvements. A listing of the strategies is available in the attached Plan Executive Summary.

# **Prioritization and Funding**

Recommendations within the Plan can be scaled up or down depending on available resources. Many of the recommendations are for activities that the City already does (i.e. marked crosswalks, intersection improvements, safety education, etc.). Although the Plan does not contain recommendations for improvements at specific locations, it does include planning level cost estimates for typical pedestrian treatments. The Plan also includes information on a variety of local, federal and other sources that can be used to fund pedestrian projects. The information includes a matrix for quick reference and descriptions of the funding sources.

The Plan includes information to assist with establishing priorities, because resources and timing don't generally allow for every project and improvement to be undertaken at once. The recommended prioritization criteria/considerations are: does it serve students; does it serve the senior population; does it fill in a gap in the existing system; is it on a safety corridor; is it on a transit route; does it connect to retail/service destinations; does it connect to a public park or public amenity; does it address a public concern.

No funding is attached to the Plan, and endorsement by the City Council does not involve any commitment by the City for future funding. It is a future guide for pedestrian related infrastructure, policies, and programs. Any funding to implement the Plan will need to be initiated through a separate process.

It is recommended that the Transit Advisory Board recommend that the City Council endorse the Plan.

**Mr. Alexander** stated that there at least needs to be accessible crosswalks even if the entire intersection cannot be done when undertaking new projects. **Mr. Coon** replied that the access and pedestrian plan need to work in conjunction with each other and pedestrian signals will be implemented in this plan.

It was pointed out that sidewalks are necessary for people with disabilities and that this plan needs to make sure this is emphasized. **Mr. Wadle** stated that this plan does not encourage changes to subdivision regulations which establish sidewalk guidelines. **Mr. Schodorf** remarked that he saw an article that ranked Wichita the second lowest of cities evaluated in terms of walkability. **Mr. Spade** added that there has to be a plan implemented and goals established to deal with new development and sidewalk access in order to see progress. **Mr. Wadle** responded that this plan will help get these considerations on design professionals' radars. **Ms. Jeff** also added that we need to make the community more walkable and need to figure out a way to deal with homeowners and builders which is difficult if this plan does not change policies.

Fanimokun/Wilson motioned to recommend endorsement of this plan to City Council. Motion passed 9-0.

# Wichita Multi-Modal Policy and Street Design Guidance

On April 16, 2013, the City Council approved a Wichita Bicycle and Pedestrian Projects Memorandum of Understanding (MOU) between the YMCA, acting as the fiscal agent for the Health and Wellness Coalition of Wichita, and the City. The MOU's purpose is to support projects that make it easier, safer, and more convenient for people to walk and bike within the City. The projects identified in the MOU included the creation of street design guidance; and policy to help ensure that roadway improvements are designed to increase safety and improve accessibility of all transportation network users.

On February 11, 2014 the City Council approved the selection and contract with Professional Engineering Insultants (PEC) to undertake the preparation of the policy and street design guidance. A project team of City staff, with representatives from Planning, Engineering, Street Maintenance, and Transit was formed to assist with the project. Over the last six months, the project team has worked with the consultants to draft street design guidance and a multi-modal policy that meets the needs of the Wichita community.

This project consists of two major components: a multi-modal policy and street design guidelines (described below).

Multi-Modal Policy – this policy will help formalize the City's current practices to design streets for multiple modes of transportation (people walking, bicycling, driving, and taking transit), where recommended in City plans.

Street Design Guidelines – this information will help provide guidance for the design of public streets, within the street rights-of-way (established by the subdivision process). This guidance can help provide greater levels of predictability and layout options for multi-modal design of Wichita streets. This product will combine information from multiple documents into one single reference document, and the guidance will include recommendations for different features (i.e. travel lanes, turn lanes, sidewalks, bike lanes, paths, sidewalks, etc.) – each according to different contexts (i.e. urban core, general urban, suburban).

The policy and design guidance will help to implement the transportation networks recommended in the Wichita Bicycle Master Plan (endorsed on February 5, 2013); the draft Wichita Pedestrian Master Plan; and the draft Wichita Transit Vision Plan.

No funding is attached to either the policy or the street design guidance; and endorsement of them by the City Council does not involve any commitment by the City for future funding. The funding of multi-modal facilities will need to be considered and initiated through separate processes.

Mr. Spade asked if these guidelines will apply to public or private projects. Mr. Dunakey stated that it will hopefully apply to both, but that City Council direction would be needed to decide this.

Ms. Jeff asked if this plan will include routine street reconstruction projects. Mr. Dunakey stated that the plan is intended to cover any project that includes any degree of design review.

Mr. Schodorf asked if project recommendations will go to City Council for review. Mr. Dunakey responded that they will have some level of review for new development. For example, making sure that there is good transportation connectivity to a main street. New policies will not be created, but City Council and staff will make sure that current policies are implemented and followed.

Mr. Spade asked if the committee will have to sign off on a project before it is approved. Mr. Dunakey replied that this plan outlines the basic duties that will be performed by the review committee and that the committee members will have to create their own operating rules and procedures. The committee will be made up of staff from different areas of expertise regarding construction and design to make sure that all issues are brought to light and addressed.

When asked about bus bays, **Mr. Dunakey** stated that there may be sufficient space for a bus bay in a project and these provide a way for the bus driver to get out of traffic temporarily and allow for better flow of traffic, but the bus driver may find it difficult to get back onto the street and may be delayed. **Mr. Schodorf** asked if transit buses could have the same consideration as school buses. **Mr. Dunakey** said that this would not be as likely to happen here in Wichita as it does in other places due to the cultural view of public transportation buses here. **Mr. Spade** further commented that curb extensions can be beneficial in high level traffic transit corridors such as Douglas Street. It can slow down the speed of traffic and encourage more pedestrian traffi

Mr. Wright asked if weather affects the type of bus stop amenities selected for a particular location. Mr. Spade answered that it does not. Ms. Jeff stated that the bus stop amenity guidelines are not addressed from

a transit rider point of view. **Ms. Wilson** added that she would like to see schedules and the bus route the bus stop is located on even at level 1 bus stops. **Ms. Robinson** commented that she would also like to see a steady level of accessibility for all bus stops. **Mr. Dunakey** replied that all ADA guidelines will be met for new bus stops. **Mr. Dunakey** raised the question of audible information being available at bus stops. **Mr. Spade** agreed that this needs to be considered in the discussion. **Mr. Turkle** asked how many of each type of bus stop we currently have. **Ms. Stroot** said that we have about 50 or 60 bus shelters, less than 200 benches and most stops just have a bus stop sign.

Mr. Alexander asked how these plans are impacted if the sales tax referendum does not pass. It was stated that these plans are dependent on full support to implement them, regardless of financial source.

Schodorf/Fanimokun motioned to recommend endorsement of this plan to City Council. Motion passed 9-0.

#### 5. Action Items

# A. Financial Report – Michelle Stroot, Senior Management Analyst

Ms. Stroot reported the following:

# **Expenditures**

July personnel expenditures were up by 6.1% year to date from 2013, and up \$8,912.22 for the month. Overtime was up by \$17,644.85 for the month of July.

pontractuals were down -6.1% year to date from 2013, mainly due to lower Purchased Transportation and Maintenance Contractuals. Commodities expenditures increased by 5.1% year to date from 2013.

#### **Revenues**

June local revenue was \$1,023,197.00 down by -2.9% year to date from 2013.

Mr. Turkle asked about the status of ResCare. Mr. Spade stated that their contract with Wichita Transit has been terminated.

Mr. Carlon asked if the new buses have a good spare inventory. Mr. Spade said that they do, but they have not been purchased yet.

Mr. Turkle asked what the outlook is for a future financial operating gap. Ms. Stroot stated that she is predicting a gap in financial resources since revenues are lower than expected. We are currently using an advance on local funds to cover operating expenses until KDOT funds are available.

# 6. Discussion items

#### A. Sales Tax Discussions

in July the City held a series of meetings to collect public input on the potential sales tax referendum and key priorities being considered by the City Council. Fifteen meetings were held throughout the community. Transit Advisory Board chair Terzian and/or the Transit Director attended each of these meetings. Meetings

included a general presentation by the city manager followed by one-on-one conversations between the public and City staff experts in the subject matters of water, economic development, transit and street maintenance. Participants were also asked to complete a survey on each of these four topics. City staff also compiled a list of general comments received.

On July 22, City Council held a workshop to continue the discussion of a potential sales tax referendum by receiving feedback from the public input process. The summary of public input and staff presentations assisted the City Council in determining whether or not to move forward with the sales-tax initiative and which priorities should be included.

City Council voted to move forward with the sales tax referendum on August 5.

Mr. Terzian stated that this discussion will be deferred until the next meeting.

Ms. Fanimokun mentioned that there has been a group formed to rally support for the sales tax referendum called Yes Wichita.

Mr. Schodorf asked what happens if the referendum doesn't pass. Mr. Spade replied that staff is putting together factual information about the future of Wichita Transit operations if we do or do not get the sales tax funds.

Ms. Wilson pointed out that Wichita is only one of two cities in Kansas that does not have a sales tax.

#### 7. Informational Items

#### A. Director's Report – Steve Spade, Transit Director

**Mr. Spade** presented the following information to the Transit Advisory Board prior to this meeting and at the meeting asked if there were any questions.

# 1. FTA Ladders of Opportunity Grant

Wichita Transit submitted an application for discretionary funds made available by the Federal Transit Administration through the Ladders of Opportunity Program. Ladders of Opportunity provides capital funds to support transit activities focused on providing access to jobs for unemployed or underemployed persons. The funds may be used to modernize and expand transit bus service specifically for the purpose of connecting disadvantaged and low-income individuals, veterans, seniors, youths and others with local workforce training, employment centers, health care and other vital services. The Initiative will invest in projects that fulfill the following principles: (1) enhance access to work, (2) provide more transportation options, (3) support existing communities, (4) support economic opportunities, and (5) support partnerships. Projects eligible for funding are capital projects such as purchase of buses and vans.

Wichita Transit submitted an application requesting \$324,000 in FTA funds to implement a pilot vanpool program in the Wichita area.

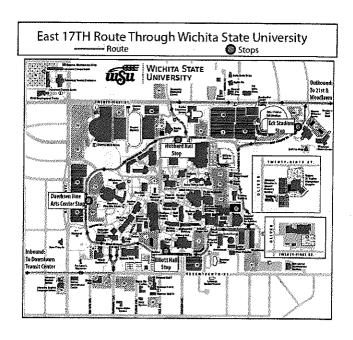
Description	Quantity	Federal Amount	Local Match	<b>Total Cost</b>
• Minivans	12	\$24,000	\$6,000	\$360,000
Project Management	1	\$16,000	\$4,000	\$20,000
• Contract Preparation, licensing, etc.	1	\$4,000	\$1,000	\$5,000
• Educational/promotio nal materials	1	\$12,000	\$3,000	\$15,000
<ul> <li>Driver training and orientation</li> </ul>	1	\$4,000	\$1,000	\$5,000
	TOTAL:	\$324,000	\$81,000	\$405,000

If selected, the grant would provide 80% percent funding to purchase 12 vans to be used as part of a vanpool pilot project program to be implemented concurrently with the vanpool feasibility study being conducted in cooperation with the Metropolitan Planning Organization.

It's anticipated that the FTA will award grants as early as October 2014.

# 2. East 17th route improvement to serve Wichita State University

Effective Monday, August 18, 2014, Wichita Transit staff will implement a change to the E. 17<sup>th</sup> St. route to provide service to the Wichita State University campus. The current East 17<sup>th</sup> route operates along E. 17<sup>th</sup> St. between Hillside and Oliver and Oliver between the 17<sup>th</sup> and 21<sup>st</sup>. A significant portion of this route is along a olf course and cemetery. Total daily activity at bus stops in this area is less than 10 persons. In order to attract greater ridership, the transit staff has worked with Wichita State University to gain transit access to the campus. Effective Monday the route will operate through Wichita State campus to get from the 17<sup>th</sup> St. to 21<sup>st</sup> as can be seen in the map below.



# 3. Douglas Avenue transit improvement project

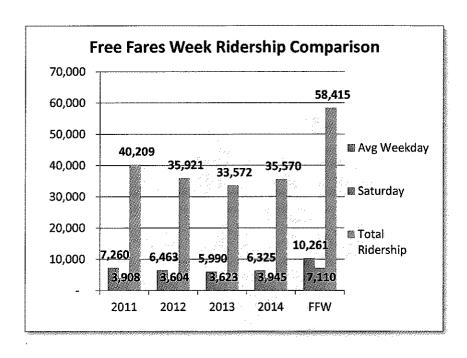
If you have driven down Douglas between Market and Washington lately you have noticed the street and sidewalk construction. This is the Douglas Avenue Transit Improvement Project. This project is will consist of intersection improvements along Douglas that will create improved transit accessibility by providing curb bump outs and improve transit amenities. Construction has begun on the intersections and is expected that practice to the project will be completed in the fall 2014.

# 4. Free fares week ridership

Wichita Transit partnered with the Division of Environmental Heath to promote riding public transit as a means to improve air quality in Wichita by reducing the number of cars traveling on our roadways. The Division of Environmental Health received a grant that allowed us to provide free fares for the week of July 14-19, 2014 to promote using transit and on all Ozone Alert Days. To prepare for Free Fares Week, staff from both departments conducted travel trainings with businesses in the area to teach prospective riders how to ride the bus.

Free Fares Week was a resounding success. Ridership during the week of free fares was 73% higher than the same week 2013. Below are more details about the free ride week:

- In 2014, Wichita Transit carries about 6,300 riders on weekdays and about 4,000 on Satrudays—for a total weekly average of about 35,500
- During free fares week, the average weekday ridership was 10,621 and 7,110 on Saturday for a total weekly ridership of 58,415. This is a 64% increase
- Fare free ridership was 45% higher than the same week in 2011
- fare free ridership was 63% higher than the same week in 2012



# 5. Greyhound

Since 2010 there have been sporadic discussions with Greyhound about the possibility of allowing Greyhound to use a portion of the transit center to house their intercity bus operation. Under this concept, Greyhound buses would use the terminal and Greyhound staff would share in the use of the Wichita Transit's office space.

Some of the advantages of having a Greyhound presence at the transit center would include improved connectivity between intercity and local bus service; as well as, a potential revenue stream for Wichita Transit.

One of the impediments to the discussions was the current law that appears to change the tax status of the Transit Center. Currently, the Transit Center is exempt from property taxes. Under Kansas law it appeared that by introducing a private use that that status changed and the property and became subject to property tax. In recent conversations with the Sedgwick County tax officials, it appears that their interpretation of the law indicates that a tax implication might not be accurate. If that is confirmed, it will allow Wichita Transit to move ahead with discussions with Greyhound about potential shared use of the property.

We expect to have a final determination on the tax implication soon and would hope to have recommendations for the Transit Advisory Board and the City Council this fall.

#### 8. Public Forum

There were no comments made.

# Announcements

There were no announcements made.

#### 10. Adjourn

The meeting adjourned at 11:41 a.m.

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# Wichita/Sedgwick County Access Advisory Board Meeting 10:00 a.m.

August 27, 2014

Envision Basement Meeting Room, 610 N. Main Mr. David Calvert, Chair

Present Voting Members	Pr	esent	Voting	Members	
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Sanford Alexander

Jr

David Calvert

Brian Coon

Rick Eberhard

Jason Gegen

**Bob Hamilton** 

Joann Hartig

Steve Hinds

Ed Koon

**Brian Power** 

Shawn Walters

Steven Walters

Robbie Berry

De Eaton

# **Absent Voting Members**

Glen Davidson

**Grady Landrum** 

Craig Perbeck

Marty Rothwell

David Waldie

Tori Deatherage

Lori Lawrence

Vickie Prince

**Lorien Showalter** 

Joann Hartig

Tiffany Nickel

Susan Roberson

Nick Taylor

Shawn Walters

# City / County Staff Present (Non-Voting Members)

Brandon Mills

Jan Hunt

Jay Hinkle

Migwi Karugu

Scott Wadle

Rita Linnens

# I. Welcome, Introductions, and Announcements

Mr. David Calvert, Chair of the Wichita-Sedgwick County Access Advisory Board, called the meeting to order, welcomed the group, and asked for self-introductions. Mr. Calvert, presented pictures to the board to the board of the accessible parking at Wilbur Middle School in Wichita and a police station in the City of Sedgwick. The board discussed the issues with the pictures and suggested that they contact the ADA coordinators from the Wichita School District and the Harvey County about this matter.

# II. Meeting Minutes

# A. Approval of the Meeting Minutes from the July 2014 meeting of the Wichita/Sedgwick County Access Advisory Board

Mr. Bob Hampton (Rick Eberhard) moved to approve the meeting minutes from the July 2014 meeting. The motion passed unanimously.

# III. Old Business

# A. Town East Update

Due to time constraints, the chair moved to table this discussion until the September, 24<sup>th</sup> meeting.

# **B.** Parking Mobility

Due to time constraints, the chair moved to table this discussion until the September, 24<sup>th</sup> meeting.

# IV. New Business

# A. Kansas Truck Mobility Rodeo and Boundless Playground

Ms. Rita Linnens from the Kansas Truck Mobility Association spoke to the board about the accessible playground in Sedgwick County Park. She informed the board that the boundless or accessible playground opened in 2008 and they are now looking at expanding the playground to include additional age specific areas. She noted that the local rotary club raised over \$1 million to install the playground. She announced that the expansion committee is still developing its final plan for the proposed playground renovations. Ms. Linnens asked the board to think about what type of equipment they would like to in the expanded park. She encouraged board members to send any ideas or comments about the playground to her email address, rlinnens@kansastruck.net.

Ms. Linnens shifted the board attention to the upcoming Kansas Truck Mobility Rodeo on Friday Oct 3<sup>rd</sup>. She informed the board that the Rodeo brings vendors and consumers together in a forum to gain information about accessibility products throughout the region. She announced that multiple organizations that specialize in assisting individuals in finding funding for accessible modifications for vehicles will be on hand. Mr. Hamilton asked if there was any additional room for small organizations to leave their information. Ms. Linnens replied that all the exhibition space had been filled, but

organizations may leave literature on the information table. Mr. Calvert thanked Ms. Linnens for her time and encouraged all board members to attend the Rodeo.

# B. Wichita Pedestrian Master Plan-Scott Wadle

Mr. Scott Wadle presented to the board about the Wichita Pedestrian Master Plan. Key findings include:

- Twenty six percent of residents in the region felt that the lack of safe and accessible sidewalks and other pedestrian facilities was currently a problem and a further 26 percent felt it is an emerging problem.
- Improving safety on roadways ranks second out of 16 priority options for roadway improvements for residents in the region.
- Nearly 93 percent of survey participants agree or strongly agree that Wichita should help seniors, those who are disabled, and low-income residents meet their transportation needs.
- Forty five percent of citizens rated walking conditions in Wichita as "good" or "excellent." When compared to other cities of its size, Wichita is considerably below the national benchmark.
- Sidewalk maintenance was rated a 40 out of 100, much below the nationwide benchmark.
- The most popular recreational activities in Wichita include: walking for pleasure (#1), dog, walking (#4), and nature walks (#9).5
- Residents want to be able to walk to Wichita parks and want help finding their way to trails.

Following the presentation, Mr. Walde asked that the board adopt the recommendations of the Wichita Pedestrian Master Plan. The board discussed issues with the proposed plan. They debated the need for sidewalks to be put into all new subdivisions. Mr. Walde noted that the proposed plan does not change the current sidewalk regulations in residential neighborhoods. The board also expressed its viewpoint that all sidewalk waivers should be subject to city council action. Mr. Brian Power motioned (Sanford Alexander Jr) to adopt the motion following motion:

That the Board recommended adoption of the Pedestrian Plan by the City Council provided that the Sidewalk Ordinance is amended such that:

"Sidewalk must be installed or rehabilitated when any street is constructed, reconstructed, resurfaced, or restored. If sidewalks is not to be installed or rehabilitated, any waiver of the installation of the sidewalk must be by a separate vote of the City Council."

The motion passed unanimously.

# **B.** Review Pedestrian Safety Recommendations

Due to time constraints, the chair moved to table this discussion until the September, 24<sup>th</sup> meeting.

# D. Wichita Public Pools Update

Mr. Brian Hill gave a presentation board about public pools throughout Wichita. He noted that two pools are going to be brought up to code this fall. Additionally, he announced that the Harvest pool has issues with the zero-entry kiddie pool. He noted that the upcoming Wichita Pool Master Plan calls for removing all wading pools and replacing them with zero- depth splash pads in 2017. The board questioned the cost and funding of the new splash pads. Brian noted that the Wichita City Council has not determined the exact funding source.

Mr. Mark Stanford moved (Bob Hampton) that boards accept the recommendations from Mr. Hill and allow the Harvest Pool owned by the City of Wichita to remain intact until the new splash pad is installed no later than the summer of 2017.

# E. Review 1% sales tax question

Due to time constraints, the chair moved to table this discussion until the September, 24<sup>th</sup> meeting.

# F. Service animal—Kansas statute amendment

Due to time constraints, the chair moved to table this discussion until the September, 24<sup>th</sup> meeting.

#### IV. Updates

# A. County ADA Updates

Due to time constraints, the chair moved to table this discussion until the September, 24<sup>th</sup> meeting.

# B. City ADA Updates

Due to time constraints, the chair moved to table this discussion until the September, 24<sup>th</sup> meeting.

# V. Public Comment

Seeing none, the chair closed the public comment period.

#### VI. Adjourn.

Having being no further business, the meeting was adjourned.



# **Bicycle and Pedestrian Advisory Board**

**Monday, September 8, 2014** 5:30 – 7 P.M.

777 E. Waterman, Building 200
Wichita Transit Van Maintenance Facility
Conference Room

# **Meeting Notes**

Members Present: Maxine Bostic, Jack Brown, Jane Byrnes, Barry Carroll, James Crowder, Amy Delamaide, Tom Lasater, Tyler Stutzman, George Theoharis,

Members Absent: Jerry Jones

City Staff: Scott Wadle, MAPD

Guests: Scott Dunakey, PEC; Jim Martinson, Historic Delano; Nancy Lawrence, Historic Delano, Becky Robertson

<u>ltem</u>	<u>Description</u>
1.	Call to Order: Jack Brown, Chairperson, called the meeting to order and welcomed City
	staff, Scott Dunakey, PEC, and guests.
2.	Approve Previous Meeting Notes: Maxine Bostic moved [Tyler Stutzman] to approve
	the August 11, 2014 meeting notes. Motion carried 9-0.
3.	Board Member Project Reports: 1) Mt. Vernon: the intersection at Oliver & Mt. Vernon
	is being reconstructed; bike lanes will be installed at a later date; 2) Bicycle Friendly City
	Designation: an application with letters of support will be submitted in the summer of
	2015 subject to WCC approval; 3) Delano Bicycle Parking Plan-Phase II: will be
	advertised for bids on October 3 <sup>rd</sup> ; 4) Redbud Trail: anticipate opening bids on October
	17th; 5) Delano/River Vista Apartments: the WCC will consider a revised plan in
	September- Barry Carroll agreed to track this project, 6) Delano Brownfield Application:
	an intern will work on the application to be submitted; 7) Douglas Design District: the
	City's Design Council has recommended approval of the concept from Washington to
	Grove [there is no designated funding as yet]; and 8) First & Second Bikeways: will be
	advertised for bids on October 3 <sup>rd.</sup>
4.	Wichita Pedestrian Master Plan, Scott Wadle, Senior Planner, showed a
	PowerPoint presentation and highlighted the main components of the plan.
	Board members were provided an 'Executive Summary' for review in advance of
	the meeting. Tom Lasater moved [Barry Carroll] moved to recommend approval
	of the Wichita Pedestrian Master Plan as submitted. Additional discussion was
	then held. Jane Byrnes suggested that the motion should be amended to include
	language suggested by the Wichita-Sedgwick County Access Advisor Board that
	reads as follows: 'Sidewalks must be installed or rehabilitated when any street is
	constructed, reconstructed, resurfaced, or restored. If a sidewalk is not to be
	installed or rehabilitated, any waiver of the installation of the sidewalk must be
	by a separate vote of the City Council.' The majority of the members did not
	want to incorporate this language into the original motion. A vote was then
	taken; motion carried 7-0-2 [Jane Byrnes & George Theoharis abstained].
5.	Wichita Multi-Modal Policy and Street Design Guidance, Scott Dunakey,
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		Professional Engineering Consultants, showed a PowerPoint presentation and highlighted the main components of the project elements. Board members were provided a link to the document in the staff report. Mr. Dunakey stated that the proposed Wichita Multi-Modal Policy and Street Design Guidance would be a 'go to' document for City staff to use when designing a street. According to Mr. Dunakey, all modes of transportation [biking, walking and motorists] will now be considered and 'context sensitivity' will be used to decide the best street application. The proposed policy recommends the creation of a Multi-Modal Committee comprised of Department Directors [or their designees]. This committee will review all projects and will ensure that the appropriate street design, considering all modes of transportation, will be selected. In closing, Mr. Dunakey reported that the MAPC will consider this guidance on September 25 <sup>th</sup> and the City Council on October 14, 2014. Maxine Bostic was very supportive and liked the flexibility and structure that the guidance will provide to City staff. Following a brief discussion, George Theoharis moved [Tom Lasater] to recommend that the City Council endorse the Wichita Multi-Modal Policy and Street Design Guidance as presented. Motion carried 9-0.
6.		Wichita Bicycle Tours, Scott Wadle, Senior Planner, provided members, in
		advance of the meeting, information on the following:
		Built Environment Conference: September 17-18 <sup>th</sup>
		Kansas American Planning Association: October 2nd
		League of American Bicyclists visit: September 30 <sup>th</sup>
		Scott asked for members, whose schedules would permit, to help with the above
		tours. Several members agreed to help with the bike tour and meetings. Tom
		Lasater moved [George Theoharis] to issue invitations to the Mayor and City Council Members to attend League of American Bicyclists visit and presentation.
		Motion carried 9-0. A letter will be drafted and forwarded from the Chairperson,
	*:	Jack Brown.
6.		Closing Thoughts: Jack Brown, Chairperson, asked for comments from the board.
		Bike/Ped Count: Barry Carroll stated that WAMPO will be conducting an official
		count on September11 & 13 and volunteers are still needed.
		<ul> <li>Walktober: Jane Byrnes provided members with three handouts pertaining to Walktober, the 'Walking School Bus' initiative and medical prescription forms</li> </ul>
		that will be issued by MDs to encourage walking by children and adults. Jane
		thanked everyone for their support and is hopeful that public health will be
		strengthened as a result of these three initiatives.
	2	Board Vacancies: George Theoharis urged the board to advocate for the filling
		of the one vacant board position [District IV]. George believes it is imperative to have a full board!
		Project Tracking: Jack Brown encouraged members to continue to track their
		assigned projects. In addition, Jack suggested that a subcommittee be formed
		and meet, periodically with City staff, and then provide a summary to the full
		board.
		Board Roster: Staff provided an updated roster. If a member's term has expired, it is important to contact the Mayor's Office and asked to be
<u> </u>		expired, it is important to contact the mayor's Office and asked to be

	reappointed if desired.
	<ul> <li>Armour Bike Boulevard: Barry Carroll reported that, in August, the DAB II board recommended approval of the City Engineer's Plan as recommended by the WPBAB. According to Barry, it is important for proponents to attend public meetings. Jack Brown thanked the board members who attended the meeting in question. George Theoharis stated that he was pleased with the DAB II decision as well.</li> <li>Discussion of the Format of the Agenda: Barry Carroll asked that a discussion of the public agenda's placement within the agenda be discussed during the October meeting. Barry expressed concerns that the public agenda is at the very bottom and several members of the public have left meetings without having an opportunity to comment. Comments on the public agenda should be limited to five minutes but could be extended by majority vote, according to Barry.</li> </ul>
7.	Public Comments: Jack Brown, Chairperson, asked if anyone wanted to address the board.  Becky Robertson, who lives in District IV, stated that she had completed and submitted an application to serve on the board. Board members thanked Ms.
10. In 10	Robertson for her interest.  There be no further business, the meeting was adjourned at <b>7:31 pm.</b>

Respectfully submitted,

0

Barry Carroll,
WBPAB Secretary

9/9/14

# EXCERPT MINUTES OF THE OCTOBER 9, 2014 WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING COMMISSION HEARING

# Case No.: Pedestrian Master Plan (deferred from 9-11-14)

**Recommendation:** It is recommended that the MAPC recommend endorsement of the Plan by the Wichita City Council.

**Background**: The DRAFT City of Wichita Pedestrian Master (Plan) is a 10 year guide for how the City of Wichita (City) should improve conditions for walking. More than 50 events have been held with opportunities for individuals to participate in the planning process by completing surveys, serving on committees, participate in community meetings, and attending open house events. The Plan includes a vision, goals, actions, priorities, design guidance, and performance measures.

On April 16, 2013, the City Council approved a Wichita Bicycle and Pedestrian Projects Memorandum of Understanding (MOU) between the YMCA, acting as the fiscal agent for the Health and Wellness Coalition of Wichita, and the City. The MOU's purpose is to support projects that make it easier, safer, and more convenient for people to walk and bike within the City. The projects identified in the MOU included the creation of a Pedestrian Master Plan.

On May 14, 2013 the City Council approved the selection and contract with Toole Design Group to undertake the preparation of the Plan. A 16-member Steering Committee was created and appointed by the Wichita Bicycle and Pedestrian Advisory Board to help oversee the planning process. The Steering Committee included representatives that provided the following perspectives: USD259, Bike Walk Wichita, WAMPO, KDOT, Wichita Bicycle and Pedestrian Advisory Board, seniors, young professionals, Wichita-Sedgwick County Access Advisory Board, and other stakeholders.

Over the last year, the planning Steering Committee has worked closely with the Plan Technical Advisory Committee comprised of City staff members and the community at-large to create a plan that meets the needs of our community. There have been many different public input opportunities related to the Plan, including 11 Steering Committee meetings; 2 open house events, and 11 focus groups/listening sessions. Individuals have also had opportunities to provide comments online — 137 people completed the online survey, 157 comments were submitted on the interactive mapping tool, and 467 interactions on the Activate Wichita Pedestrian Plan topic.

During August and September 2014, the Plan was presented to: all of the District Advisory Boards (DABs); the Wichita Transit Advisory Board; the Wichita Bicycle and Pedestrian Advisory Board; and the Wichita-Sedgwick County Access Advisory Board. All six DABs; the Wichita Bicycle and Pedestrian Advisory Board; and the Wichita Transit Advisory Board recommend that the City Council endorse the Plan as presented. The Wichita-Sedgwick Access Advisory Board recommended that the City Council adopt the Pedestrian Plan, provided that the Sidewalk Ordinance be amended such that: "Sidewalk must be installed or rehabilitated when any street is constructed, reconstructed, resurfaced, or restored. If sidewalk is not to be installed or rehabilitated, any waiver of the installation of the sidewalk must be by a separate vote of the City Council."

On September 11, 2014, the Plan was presented to the Wichita-Sedgwick County Planning Commission. The Planning Commission unanimously voted to refer the item to the Advance Plans Committee for review and recommendation. On September 25, 2014, the Plan was presented to the Advance Plans Committee. Some of the committee members inquired about the cost implications to implement the Plan. Staff indicated that in many cases the Plan provides recommendations to improve activities that the City already undertakes, and that implementation of the Plan can get started without additional funding. Following the discussion, the Advance Plans Committee voted unanimously to forward the draft Plan to the MAPC for review.

**Analysis:** The Plan includes the following three goals.

- Goal 1: Provide a safe and welcoming pedestrian network
- Goal 2: Improve community accessibility and connections for pedestrians
- Goal 3: Promote a citywide culture of walking

In order to accomplish the goals - the Plan contains strategic recommendations for improvements split into the following categories: Engineering, Encouragement, Education, Enforcement, Maintenance and Construction; and Plan Implementation.

# Engineering

Since pedestrian infrastructure is located throughout the city, the Plan includes a mix of recommendations that can apply at different levels: city-wide, neighborhood, and specific locations. The Plan also includes recommendations for policies and programs to make improvements in the short-term and long-term.

The Plan includes design guidance for street-related improvements that can help to ensure that projects throughout Wichita reflect best practices – improving pedestrian safety and encouraging more walking trips. The design guidance includes a graphic representing the best practice design, a photo example, description, benefits, and the crash reduction factor. The guidance addresses roadway crossings, intersections, and traffic calming. The design guidance can benefit both public and private projects.

At the neighborhood level, the Plan identifies typical pedestrian related challenges and design treatments that can be used to address those challenges. The information is provided according to five types of general street patterns: Downtown Grid, Residential Grid, Grid and Curvilinear, High Density Curvilinear with Cu-de-Sacs, and Low Density Curvilinear with Cul-de-Sacs. The Plan provides a toolbox that residents can use to help make it safer and easier to walk in their neighborhood.

The Plan does not include a map that recommends where individual improvements are needed, instead it recommends processes and programs that can be used to identify specific location improvements based on strategic priorities. For example, the Plan includes recommendations for senior walking routes and student walking routes. Once walking routes are identified, then inventories can be used to identify specific improvements that are needed (i.e. crosswalks, sidewalks, etc.)

Encouragement; Education; Enforcement; Maintenance and Construction; and Plan Implementation

The Plan includes recommendations for 9 strategies with related actions related to the non-Engineering category improvements. A listing of the strategies is available in the attached Plan Executive Summary.

# Prioritization and Funding

Recommendations within the Plan can be scaled up or down depending on available resources. Many of the recommendations are for activities that the City already does (i.e. marked crosswalks, intersection improvements, safety education, etc.). Although the Plan does not contain recommendations for improvements at specific locations, it does include planning level cost estimates for typical pedestrian treatments. The Plan also includes information on a variety of local, federal and other sources that can be used to fund pedestrian projects. The information includes a matrix for quick reference and descriptions of the funding sources.

The Plan includes information to assist with establishing priorities, because resources and timing don't generally allow for every project and improvement to be undertaken at once. The recommended prioritization criteria/considerations are: does it serve students; does it serve the senior population; does it fill in a gap in the existing system; is it on a safety corridor; is it on a transit route; does it connect to retail/service destinations; does it connect to a public park or public amenity; does it address a public concern.

<u>Financial Considerations</u>: No funding is attached to the Plan, and endorsement by the City Council does not involve any commitment by the City for future funding. It is a future guide for pedestrian related infrastructure, policies, and programs. Any funding to implement the Plan will need to be initiated through a separate process.

**Recommendations/Actions:** It is recommended that the MAPC recommend that the City Council endorse the Plan.

**SCOTT WADLE**, Planning Staff presented the Staff Report.

J. JOHNSON asked if there was a County component to the Plan.

**WADLE** responded that this was a City Plan.

MITCHELL said he had an opportunity to sit in on some of the meetings with the group of dedicated individuals who have an idea of what they want the world to look like; however, what they don't have is a way to pay for it. He said this Plan does nothing towards arranging for funding or setting priorities for action. He said this will be one more piece of paper sitting on a shelf like the Parks Master Plan with the \$500 million dollar price tag. He said a lot of work has gone into this Plan and a lot of people support it, but he still doesn't like the idea of a Plan without some sort of future of its being done.

WADLE mentioned the top 10 Plan strategies and the funding implications of each. He gave examples such as implementing design guidance which consists of approximately 30 different elements which cover items such as curb extensions, curb ramps, sidewalk widths, intersections etc. which are items that the City is already doing; however, the Plan looks at ways to better implement those items. He said the cost would be minimal because these are activities that the City is already doing. He said the recommendations in the Plan can be scaled up or down depending on what resources are available. He mentioned maintenance projects such as restriping, improvement of intersections, sidewalks along arterial streets and improving pedestrian infrastructure near senior housing and said that was just a handful of projects that the Plan emphasizes.

GOOLSBY said he wanted to dovetail on what Commissioner Mitchell mentioned and say how much he appreciated all the hard work on the Plan. He added, however, as he mentioned at the previous meeting on this item, he has concerns that what is "design guidance" today will become a requirement down the road. He said policy and design guidance are two different things. He said his objection to the Plan is that the recommendations/guidance contained within it not turn into policy tomorrow or at some time in the future.

**WADLE** said he would go on the record as saying that all the discussion has been about this being guidance. He apologized if he slipped and said standards.

**DIRECTOR SCHLEGEL** asked Chair Goolsby if his concern was that this Plan will be imposed on the private sector because it is designed for City projects only.

GOOLSBY mentioned the amenity zone and how developers may not be able to build a building because it is too close to sidewalk. He said he does have concerns that the Plan will impact the private sector.

**DIRECTOR SCHLEGEL** said the Plan is not meant to be regulations imposed on the private sector. He said the Plan is meant to reflect on current City practices and how streets will be built in the future.

MCKAY commented that the Plan doesn't say just City projects.

**WADLE** said staff can add language at the beginning of the Design Guidance that the Plan is not intended to become standards or that it applies to public sector development. He said he did not want to rule out displaying the guidelines to various organizations because he believes they could be beneficial. He said he wanted to emphasis that the Plan does not change any Subdivision Regulations or the Sidewalk Ordinance.

MCKAY said he has been around long enough to see guidelines become rules. He said the Comprehensive Plan was supposed to be a guideline. He asked does this Plan rewrite what is already on the books such as striping crosswalks, etc. He said there are already guidelines for that and he doesn't see where this Plan is going to do that any better.

**WADLE** said right now crosswalks are two stripes and although pedestrians can see them, drivers often can't. He mentioned doing crosswalks in a continental key piano style so both walkers and drivers can see the crosswalk from farther away. He said the Plan will be a document to guide staff on new projects and a platform for discussion. He mentioned safety issues and projected outcomes.

MCKAY asked then it won't cost any more money to do things better.

**WADLE** said there may be an incremental cost and that will be addressed on a project-by-project basis. He said the Plan is flexible as far resources and priorities.

MCKAY asked how the Plan would affect in-fill projects in certain areas. He said now many infill projects are not being done because of prohibitive costs such as land and infrastructure remodeling. He asked about collector streets and said sidewalks impact development because those costs are passed on to the developer.

**WADLE** said the City will address public infrastructure such as sidewalks and crosswalks. He reiterated that the Plan will not change Subdivision Regulations or the Sidewalk Ordinance.

GOOLSBY asked don't some amenities get passed on as assessments to developers.

WADLE said that depends on if the developer installs them which is how specials work. He said the street amenities downtown so far have been City funded.

**DIRECTOR SCHLEGEL** clarified that the concern was that the Plan would become a requirement. He asked for an example of when that has occurred before.

MCKAY referenced the Comprehensive Plan and how it applies to projects that come before the Planning Commission.

**DIRECTOR SCHLEGEL** said staff tries to site policy in the Comprehensive Plan as a reference; however, that doesn't lock the Planning Commission into a decision.

MCKAY said the project either complies with the Comprehensive Plan or the developer does not get the project.

**DIRECTOR SCHLEGEL** said staff can't tell the Commission what the costs are going to be to implement this guidance because that will be determined on a case-by-case basis.

MILLER STEVENS said she asked the question at the Advance Plans Committee meeting that since there is no financing, who is going to champion the Plan and its recommendations when projects come up. She said if the Planning Department is going to promote the Plan then in essence it becomes policy and standard. She said she hears people saying that in a sort of "back door" kind of way, we are changing policy and setting different standards.

WADLE said the Plan is intended for public design projects and the design guidance is written so that members of the public can understand it and see illustrations and intent. He said City Staff will be the first stop in deciding whether or not to go with the design guidelines. He said citizen groups will also be involved when the project comes up for review at DAB or other advisory boards such as the Bicycle and Pedestrian Advisory Boards. He said there is nothing that stipulates that the items in the Plan must be done in a project. He said the Plan is flexible and provides a place to start the discussion.

FOSTER mentioned Commissioner Dennis's reference to the sidewalk project in his neighborhood and his realization of how beneficial to the neighborhood. He referenced documentation from the Urban Land Institute regarding the economic value of pedestrian infrastructure. He said he views the Plan as suggestions on how to provide that infrastructure and amenities correctly. He mentioned that discussion during the Comprehensive Plan process had centered on development of more of an urban and "walkable" community and this Plan is just another step towards that.

**RAMSEY**said he loved the Plan but asked for clarification of the amendment to the Sidewalk Ordinance proposed by the Access Advisory Board.

WADLE said staff has provided all the recommendations from advisory boards who have reviewed the Plan, however, he emphasized that recommendation by the Access Advisory Board was not included in the Plan staff recommendation. He mentioned that all DAB's, the Bicycle and Pedestrian Advisory Board and the Transit Advisory Board have recommended that the City Council endorse the Plan as written.

WARREN commented on how expensive it could become to try to retrofit designs in the Plan into existing areas and that was a big concern of his. He asked in terms of planning new growth and developments such as roads and other projects, does the Plan place more expenses or become more burdensome on developers.

**DIRECTOR SCHLEGEL** responded that the Plan is not meant to be applied to private projects. He said the Plan is guidance on how the City does improvements in the future. He said he didn't know how staff could make it any clearer that the Plan is not suggesting changes to the Subdivision Regulations or the Sidewalk Ordinance. He said the Plan will not impose new standards or policy on private projects. He said the guidelines are designed for City Staff to review as projects come up within the Capital Improvement Program. He said this Plan is not designed to go back and retrofit every street within the City.

**GOOLSBY** asked if Tax Increment Finance (TIF) dollars would be used to pay for items that the Plan recommended.

**DIRECTOR SCHLEGEL** said Public Works staff will advise private developers of the correct way to design improvements for safety of pedestrians in the public right-of-way.

**GOOLSBY** said there are no guarantees that developers will be educated enough to know that the Plan is guidance not requirements.

**DENNIS** commented that he got a different perspective during the discussion of the Plan by the Advance Plans Committee. He said the fact that the Plan is a guideline and not a requirement allayed some of his fears. He also mentioned annual review of the Plan. He commented that if you put 30 engineers in a room and ask them to design a crosswalk, you are going to have 30 different designs. He said if on the other hand some type of guidance is offered there may only be 5-6 different views. He said he believes having something on the shelf to refer to and get ideas from is a good thing. He said he supports endorsing the Plan sending it on to City Council.

JANE BURNS, 9500 DELANO said she was a Grandma, senior, health professional, Charter Member of Bike Walk Wichita and an appointee to the Wichita Bicycle Pedestrian Advisory Board. She referred Commissioners to several handouts that she distributed including "100 Benefits of Walking," a prescription for walking and an article about the economic benefits to communities with pedestrian infrastructure. She said when children, seniors and others walk for health and it is not safe, that is an issue. She said there have been pedestrian deaths due to unsafe walking conditions. She said seniors want to live in "walkable" environments that are healthier.

**MOTION:** To recommend that the City Council endorse the Plan with language added that the Plan is design guidance for City public projects only and not a requirement.

J. JOHNSON moved, FOSTER seconded the motion, and it carried (9-4) GOOLSBY, KLAUSMEYER, MCKAY, MITCHELL – No.

MCKAY asked if the Plan was going to be reviewed in a year.

**WADLE** said a work plan will be developed annually by City staff and approved by the Bicycle and Pedestrian Advisor Board. He said that report and an annual report at the end of each year on accomplishments can be brought to the Planning Commission for review.

# Appendix A: Plan Development Process

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# **List of Meetings**

# **Technical Advisory Committee Meetings**

- 1. July 16, 2013
- 2. September 10, 2013
- 3. November 4, 2013
- 4. January 17, 2014
- 5. January 29, 2014
- 6. February 4, 2014
- 7. February 19, 2014
- 8. March 5, 2014
- 9. March 24, 2014
- 10. April 4, 2014
- 11. April, 10,2014
- 12. April 17, 2014

# **Steering Committee Meetings**

- 1. September 10, 2013
- 2. November 6, 2013
- 3. January 30, 2014
- 4. March 13, 2014
- 5. March 27, 2014
- 6. April 10, 2014
- 7. April 29, 2014

# **Technical Advisory Design Subcommittee Meetings**

- 1. January 23, 2014
- 2. February 13, 2014
- 3. February 27, 2014
- 4. March 13, 2014
- 5. March 26, 2014
- 6. April 11, 2014
- 7. April 15, 2014

# **Joint Technical Advisory Committee / Steering Committee Meetings**

- 1. May 5, 2014
- 2. May 20, 2014
- 3. June 10, 2014
- 4. July 1, 2014

# Wichita Pedestrian Master Plan - Public Open House #1 Report

The first Open House for the Wichita Pedestrian Master Plan was held September 12<sup>th</sup>, 2013 from 5:00 pm to 8:00 pm at Wichita City Hall. The number of participants that signed into the event was 47. The event was staffed by Steering Committee and Technical Advisory Committee members, City staff and consultant team members. The meeting was successful in providing Wichita residents with an in-depth understanding of the planning process, schedule and plan content. In addition, the project team received important feedback from residents on how to improve walking in Wichita and where people like to walk in Wichita.

To gather information, participants were asked to visit a series of seven stations to get their feedback on different pedestrian related topics. The feedback will be used to develop key aspects of the plan such as the goals and objectives of the plan.

# **Open House Stations**

# Sign-in Table

Participants were asked to provide their name and email address both to track the number of participants and to disperse project information to those interested. Comment cards were also available for participants to provide written comments on walking related issues.

#### **Station 1: Wichita City Maps**

Large format maps of the City and 2030 Growth Area were available for residents to mark where they would like to see improvements for walking and to identify barriers to walking. In addition, residents also marked places where they like to walk. The following tables include a list of the comments received on each of the five maps:

- 1. Downtown Wichita
- 2. NW Wichita
- 3. NE Wichita
- 4. SW Wichita
- 5. SE Wichita

The map comments will be compiled with other location related feedback to inform priority areas for improvements.



# Downtown Wichita -Improvements Needed or Barriers Exist

- Intersection of Nimms
   Avenue and Central
   Avenue high vehicle
   speeds and dangerous to
   cross
- Riverside Park area better bike and pedestrian path connections needed, including connections to the Keeper of the Plains and Minisa Bridge
- Woodland Park –
   connections from the
   neighborhoods to the park
   playgrounds are needed
- Ambassador Hotel and City parking garage with a blind spot to the sidewalk
- English Street from the Arkansas River to the arena
   a pedestrian connection is needed
- Parking lots too many of them in the city
- Cars too many of them in
   Old Town near the movie theater
   on the weekends
- East High improvements needed in all directions – many students walking to school
- 1<sup>st</sup> Street and 2<sup>nd</sup> Street people walk in the bike lanes – a safer alternative is needed



Where people like to walk in Downtown Wichita

- Along the Arkansas River and Little Arkansas River
- Douglas Avenue from Seneca to Washington (lots of shops and things to see), except for the McLean crossing
- Areas between Old Town and Midtown the area doesn't feel safe but has walkable infrastructure
- 13<sup>th</sup> Street from St. Francis to Park Place the sidewalks are too close to the street and change from four motor vehicle lanes to three – slow down traffic for safety in neighborhood where many people walk.

# NW Wichita - Improvements Needed or Barriers Exist

- Tyler Road from Shadow Lakes Street to south of Lang Street, then west – smaller area should be hard to fix, needs (??)
- Tyler Road and 37<sup>th</sup> Street intersection and parts south – sidewalk ends
- Ridge Road from 37<sup>th</sup> Street to 29<sup>th</sup> Street and 29<sup>th</sup> Street from Ridge Road to Hoover Street
- Streets surrounding the future Crystal Prairie Lake Park
- Along Hoover Road from 53<sup>rd</sup> to Zoo

Boulevard / 21<sup>st</sup> Street and then along the Arkansas River to 53<sup>rd</sup> Street

- Along 21<sup>st</sup> Street from 119<sup>th</sup> Street to Ridge Road – there is a bike path here – but it looks like a terrible place to walk – the traffic is so fast!
- Crosswalk connection between Sedgwick
   County Park and the area to the west –
   across Ridge Road is needed I agree! Need a crosswalk mid-block or two!
- 13<sup>th</sup> Street between Murray Ave and Wood Ave. a crosswalk is needed to cross 13<sup>th</sup> Street
- 13<sup>th</sup> Street at Country Acres Ave a crosswalk is needed
- Ridge Road from 13<sup>th</sup> Street to School Street sidewalks!
- Along 119<sup>th</sup> Street from 21<sup>st</sup> Street to Maple Street wider sidewalks for bicycles and walkers
- Central west of 119<sup>th</sup> ped crossing to Elizabeth Ann School
- Sidewalks needed in the area generally between 13<sup>th</sup> Street 119<sup>th</sup> Street Maize Road Maple Street
- Along 21<sup>st</sup> Street from West Street to North Woodland Park connect to the bike path)
- Along the north bank of the Big Arkansas River from McLean Boulevard to Meridian Avenue –
   connect to dog park and back to bike path
- Intersection at 21<sup>st</sup> Street and Amidon Avenue very difficult intersection
- Sidewalk from Oak Park to North Riverside Park avoid on bike and foot
- Connection across 13<sup>th</sup> Street to Sycamore Park needed
- Near Central Ave and 2<sup>nd</sup> Street the sidewalk ends in a parking lot
- Need sidewalk access from neighborhoods to schools; and to shopping and libraries so elders can walk
- Sidewalk along north River Boulevard either side



# Where people like to walk in NW Wichita

- Sims Golf Course Great Park!!
- Oak Park Nice Park

# NE Wichita - Improvements Needed or Barriers Exist

- Chisholm Creek Park trees need to be trimmed away from the paths
- Rock Road from Bradley Fair Parkway to 13<sup>th</sup> Street – sidewalks are needed on the east side of the road
- Rock Road north of 13<sup>th</sup> Street –
   sidewalks on the west side of the street
   are too close to the roadway
- 13<sup>th</sup> Street at Polo Street pedestrian crossing improvements are needed
- Wichita State University more pedestrian connections to the campus are needed
- Redbud Bike Path
- Hillside 21<sup>st</sup> Street to 13<sup>th</sup> Street
- Oliver 21<sup>st</sup> Street to 13<sup>th</sup> Street
- MacDonald Golf Course path connection needed along the east side of the golf course with connections to existing paths
- 37<sup>th</sup> Street from Rock Road to Webb Road
- Downtown driveway design improvements needed
- Grove at 3<sup>rd</sup> Street add more cross walk
- Central and Volutsia add more crosswalks
- Central Avenue from Oliver to Grove sidewalk maintenance needed
- Oliver at 3<sup>rd</sup> Street
- Within College Hill south of Douglas and along Douglas Avenue sidewalk maintenance is needed
- Bluff Avenue and Kellogg crossing blocked
- Pedestrian bridge crossing over Kellogg at Chautauqua needs better signage or something never knew it existed
- NW corner of Madison and 1<sup>st</sup> Street the fence blocks oncoming traffic
- Hillside around Wichita State University the sidewalks are skinny and have telephone poles that need to be moved to accommodate wheelchairs
- Oliver between Vesta and 21<sup>st</sup> Street the following improvements are needed: 6' sidewalks on each side, bike paths on each side, a covered bus stop bench near 17<sup>th</sup> and Oliver, a furniture zone on each side, marked walkways at 21<sup>st</sup> and Oliver
- Redbud Path needs security lighting t reduce robberies fro back doors of residences along the path
   also needs call boxes to contact police

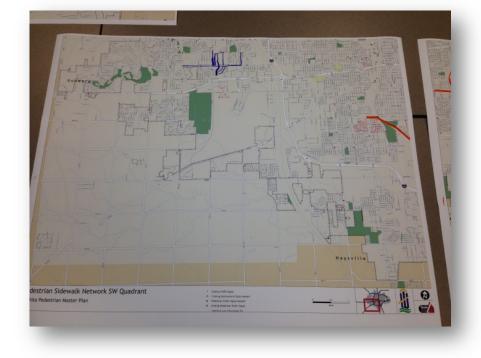


# Where people like to walk in NE Wichita

- Chisholm Creek Park lots of great paths
- Wichita State University the campus is well lit
- 3rd Street Path love it

# SW Wichita - Improvements Needed or Barriers Exist

- Tyler Road from McArthur Road to Harry Street
- Harry Street from Tyler Road to Maize Road
- Learjet campus off Tyler no safe bike route
- Along the streets within the general area of Belview Avenue to Maize Road to 2<sup>nd</sup> Street to Ridge Road and back to Belview
- Douglas Avenue between
   Millwood and Elizabeth a
   midblock crossing is needed
- Douglas Avenue between
   Handley and Osage a midblock
   crossing is needed



- Pawnee and Seneca intersection walking hazards in intersection, open 3 inch holes in crosswalk at the southeast corner
- Arkansas River Path at Mclean Boulevard put in an up ramp on the south side of the bridge

# SE Wichita - Improvements Needed or Barriers Exist

- George Washington Boulevard from Lincoln Street Oliver – there is a lot of potential improvement this road and to increase pedestrian options
- Arkansas River Path at the train bridge between Broadway Avenue and Washington Avenue – dangerous around the train bridge, lots of loose rocks on the path
- Arkansas River Path and path along Wassall Street east of Southeast Boulevard – connect the two paths
- Pedestrian Sidewalk Network SE Quadrant
  wichita Pedestrian Master Plan
- Arkansas River Path at Hydraulic need to keep extreme (?)
- Connect the Mount Vernon bike lanes and the Arkansas River Path
- Turnpike Drive at Southeast Boulevard connect bike path I like this idea too

- Need to make the neighborhood around the school near 51<sup>st</sup> Street and Hydraulic walkable especially a safer sidewalk along Hydraulic from 53<sup>rd</sup> Street to Dogwood
- Connect the park site at 55<sup>th</sup> Street and Southeast Boulevard to the WSU south campus both for bicycling and walking
- Make a walking thoroughfare generally located along the Arkansas River Path, path connection to Planeview Park, and the Gypsum Creek Path; and Mount Vernon; along the creek from Clapp Golf Course through Planeview to Southeast Boulevard; along Harry from Clapp Golf Course to Harry

Court and then north along the creek and Gypsum Creek Path

- Oliver between Boston and Bayley Drive a crosswalk is needed
- Douglas Avenue install a crosswalk to connect the Hillcrest and Parkstone
- Harry Street at Batin a sidewalk connection to the bus stop is needed
- Lincoln at Elpyco a sidewalk connection to the bus stop is needed

Where people like to walk in SE Wichita

 Harrison Park - lots of people from the surrounding neighborhoods walk to the park



#### **Station 2: On-line Community Survey**

A computer terminal was available for meeting participants to answer questions about walking in Wichita in an on-line survey. The survey was available outside of the meeting for two months. A report containing the survey results is posted on the project website.

#### **Station 3: Goals and Objectives**

Participants were asked to vote with stickers on their top 3 goals and objectives. A separate board was available for participants to write in their own goals and objectives for the plan.



Goals and Objectives	Votes
Provide convenient access from places people live to desired destinations (parks, schools,	32
employment centers, downtown, services, etc.)	
Provide connections between pedestrian, bicycle and transit facilities	29
Ensure all neighborhoods are walkable	28
Create safe, accessible pedestrian access to all parts of town	16
Provide walking connections between major destinations	15
Make walking as viable as driving	14
Encourage people to walk more for fun, exercise and to get to places	13
Make active transportation the easy choice	13
Integrate safe pedestrian considerations into all transportation decisions	11
Provide pedestrian wayfinding to key destinations	6
Establish pedestrian connections within and between neighborhoods	6
Encourage all people to identify themselves as pedestrians	2
Integrate neighborhood pedestrian access with city/pedestrian routes	0
Activate areas to encourage renewal	0
Decrease crime	0
Insure walkability to all schools within a half mile radius (crosswalks and sidewalks)	0

#### **Station 4: Comment Blog**

Post-it notes were available for people to write comments on and stick to a board. The Post-it notes helped to start a conversation chain about how to make Wichita a better place to walk. The comments were then collected and are summarized in a table below.



#### Post-it Note Comments Note: +1 indicates that another participant liked/agreed with the comment

I like that there is planning & recognition of need. I would like more forethought in the planning of new construction & impact on walk/bike ability (+1)

Need an easier way to report on issues. There are a number of smart phone apps that make this very easy (+1)

It would be nice if I could feel more secure on major streets

Need better security to prevent auto break ins at the parks

I like walking in my neighborhood, College Hill. I don't like trying to cross Kellogg

Plan "walk 1st" entertainment & shopping areas. Like courtyards & semi-enclosed towne squares

Plan car and bike parking spots that encourage short walks to destinations

Need paths cleared after mowing & storms

Plan all new construction to include safe, easy pedestrian use

Update all older areas to encourage/allow safe pedestrian use

Make pedestrian paths between downtown districts – Old Town, arena, block one, union

Need wider safe sidewalk for bikes and walking

Safe crossing for bikes & pedestrians

In downtown, buildings often too close to road. Decreasing visibility from the road. Reducing safety for everyone.

Provide more signage for pedestrians (and cyclists)

I like the idea of walking being as viable as car driving

Encourage major retailers (i.e. city ordinance!) to create safe pedestrian routes through/across parking lots. Get me safely from sidewalk to store front!

Create a 'culture' that embraces walking & cycling

The school on Oliver between Central and 13<sup>th</sup> needs to be 20 mph in the morning and evening. Not just when they are using the cross walk.

Well lighted areas

The maps are great. It would be nice if they include bike routes and bus stop locations

This is a tough walking city. Downtown is weirdly inhospitable: Too many parking lots, not enough storefront retail, very large blocks

Encourage/support removal of aerial, enclosed walkways downtown (i.e. from parking garages to buildings) so people have to walk on street

If you want me to walk, get me out of the car

Great idea! Encouraging walking is something a world class city like Wichita should do!

Won't bike on any road posted higher than 30 MPH. 20 MPH my limit for walking

Encourage local universities (Wichita State, Friends, Newman) to contract free bus transit for students around town. Bus riding students = more pedestrians. WMTA should start a Google transit account, it's free!

# **Station 5: Pedestrian Facility Types**

Different kinds of pedestrian facilities were pictured and described in a series of boards. The facility types included were those that may be recommended in the plan.



#### **Station 6: Street-Mix Street Design**

Participants could use this on-line tool to play with the placement and width of different street elements such as sidewalks, bike lanes and travel lanes to build an ideal street cross section. Photos were taken of the participant with their street cross-section.







#### **Station 7: Comment Forms**

#### Comments received via comment forms

Install sidewalk on the south side of Douglas, from Oliver to Woodlawn. Currently no sidewalks on either side of Douglas from Oliver to Woodlawn. These neighborhoods are full of senior citizens.

Many years ago I was walking west on Douglas east of Grove. As I walked through the street 1 block E of Grove, on the north side, a young driver – talking on his cell phone and speeding – almost ran over me in the crosswalk, as he turned into the street east of Grove. I kept walking the next block. However, when I got to the corner, I looked up to see the traffic light to see if was to cross the intersection at Grove & Douglas, still waking west. At that exact time my foot landed in a slot in the sidewalk. I was very stuck and toppled like a cut tree. All I could say is, oh my God I'm breaking my leg. I bounced on the concrete very hard. My head hit hard. My body body slammed. But my foot popped out. But I could not get up. I was hurt. A driver stopped her car, & stopped to help me. She drove me to get help & offered to be a witness. I had a concussion on my head, a swollen knee, and a broken arm, which went in a cast. Years later, in my now car, I drove by the corner to look at it. The same wedge between the new concrete & the old concrete is still there. Someone else could get their heel sucked down into the same crack/hole in the concrete. I hope someone responsible fills it soon.

It is great that the city has developed a process whereby so many people can have input into this very important feature that impacts the quality of life and health of our community.

I thought the open house was well run. I liked the fact that it was interactive. The Sierra Club is supportive of making biking and walking more safe and convenient. I like many of the ideas presented.

We should encourage builders to build within. Urban sprawl can never grow a community. When you have communities within your city connected to your downtown by light rail & transit then your city can thrive. These can all connect with bike paths & walkable areas.

I appreciate the work of this planning team. Thank you for your intentional efforts to engage the community. Your work is government at its best. How do we engage residents who are under 40 and not white? Build your own street looks like a fun school focused activity.

Great informative meeting. Well organized & many ways to add input. Thank you!

Walking, in a city, is chiefly driven by city government & its land use management and infrastructure development. Wichita has historically, statistically, had one of the lowest population densities, and highest per-capita auto use, in the U.S. – interlocking factors driven by very poor urban planning & city leaders preoccupied with the land development & sprawl industry. Consequently, Wichita has repeatedly been cited in studies as among the nation's top cities in obesity.

Love most of the ideas presented! Only thing I am not a fan of is the "bulb out" extensions at crosswalks. Thanks!

I have a lot of experience walking around in Wichita, and I feel that the thing that needs the change. The greatest problem to me seems to be inattentive drivers, particularly at right turns and by not stopping before the sidewalks at intersections. When they leave parking lots is also problematic. I don't know what can be done about this. I think they know that they are supposed to stop, but I just can't jump fast enough to get out of their way. I would suggest people who do this lose their license for a time and be forced to interact like a pedestrian, but I don't know if that would make enough difference. This is a daily occurrence for me.

#### **Presentation**

A brief presentation occurred during the mid-point of the open house. The presentation content included planning team introductions, an over view of the project and project schedule, description of project tasks, a discussion of pedestrian safety design treatments and the next steps in the planning process. The presentation slides are below.





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Designing for Pedestrian Safety - Introduction

1-2

#### **AGENDA**



- I. Welcome & Introductions
- Project Overview & Schedule
- 3. Project Tasks & Schedule
- 4. Pedestrian Design Discussion
- 5. Open House Station
- 6. Next Steps



WICHITA PEDESTRIAN MASTER PLAN

## PROJECT INTRODUCTION



- Increase level of walking satisfaction
- Make walking safer
- Identify community needs
- Biggest return on investment
- Optimal methods for funding improvements



# PROJECT TASKS



- Project Management and Coordination
- 2) Data Collection and Analysis
- Public and Staff Participation
- 4) Analyze Information and Make Design Recommendations
- 5) Analyze Pedestrian
  Demand and Prioritize
  Pedestrian Improvements



WICHITA PEDESTRIAN MASTER PLAN

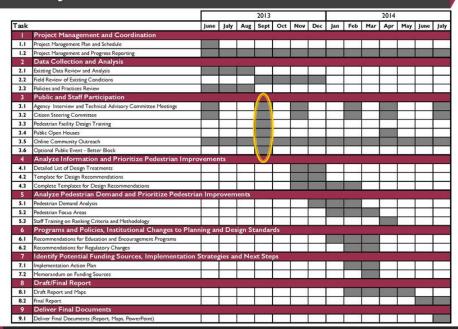
#### PROJECT TASKS



- 6) Programs and Policies, Institutional Changes to Planning and Design Standards
- 7) Identify Potential Funding Sources, Implementation Strategies and Next Steps
- 8) Draft Final Report
- 9) Deliver Final Documents



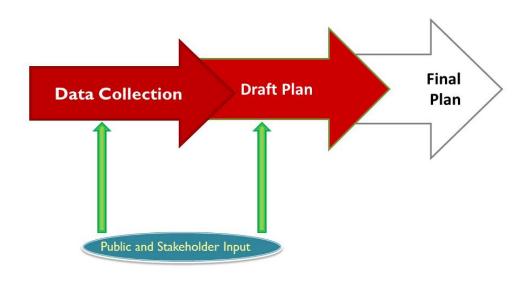
## PROJECT SCHEDULE



WICHITA PEDESTRIAN MASTER PLAN

#### Plan Development Process





# (Task 3) PUBLIC/STAFF PARTICIPATION

- Listening Sessions & Focus Groups
- Technical Advisory Committee
- Citizen Steering Committee
- Pedestrian Facility Design Training
- Public Open Houses
- On-Line Community Outreach







# Why is it important to accommodate pedestrian safety and accessibility?





Because we are all pedestrians



Wichita Pedestrian Master Plan Appendix A: Plan Development Process





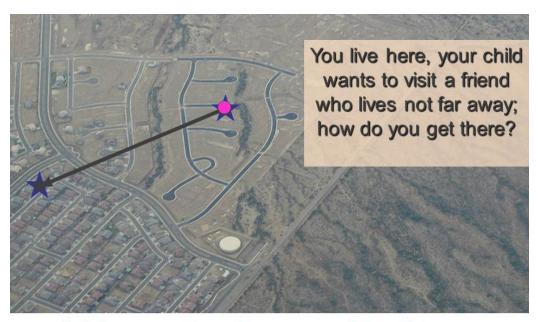
Because it's good for business - people walk into stores





#### Because it will make roads safer for all road users

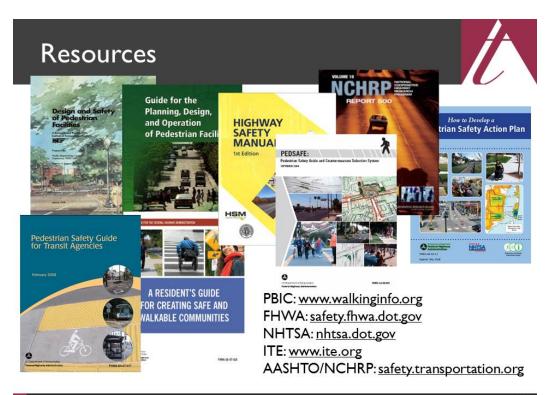
Designing for Pedestrian Safety - Introduction Asheville NC 1-15



Cul-de-sac patterns increase walking distances & increase reliance on arterials



A place where a 9 year old and his/her buddy can walk by themselves on a summer afternoon to play in the park or buy a popsicle.



Designing for Pedestrian Safety - Introduction

1-18

#### Sidewalks





# Sidewalk Gaps





WICHITA PEDESTRIAN MASTER PLAN

#### Street Trees & Grates; Fencing





# Bulb-Outs





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# Curb Ramps





#### Push Buttons





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#### Pedestrian Warning Signs





# High Visibility Crosswalks

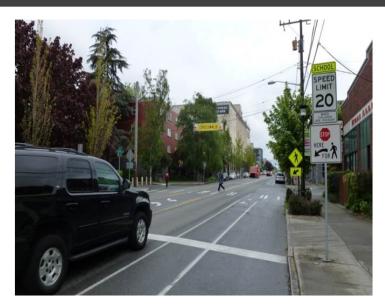




WICHITA PEDESTRIAN MASTER PLAN

# Marked Crosswalks at Unsignalized Intersections





# Speed





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## Crossing Islands





# Intersection Lighting





WICHITA PEDESTRIAN MASTER PLAN

# Pedestrian Lighting







#### Curb Radius





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#### Driveway Design





# Rectangular Rapid Flash Beacon





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#### Signal Timing





# Advanced Stop Bars





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## Parking Restrictions at Intersections





#### Sidewalks to Bus Stops





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#### Crossings at Bus Stops





## Rain Garden – Natural Drainage





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#### Safe Routes to School





#### Seniors





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#### Public Art







The "Lindy"

# Pedestrian Wayfinding



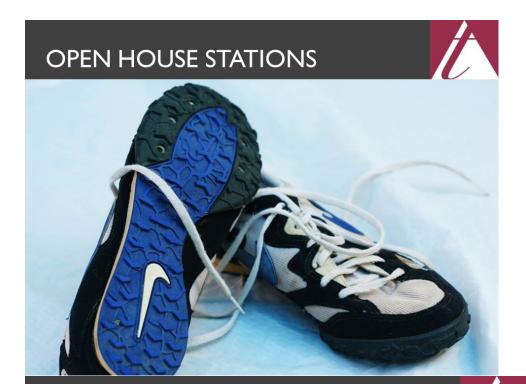


WICHITA PEDESTRIAN MASTER PLAN

#### Outdoor Cafes



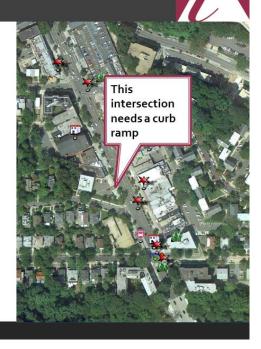




#### **OPEN HOUSE**

#### **Stations**

- I. City Maps Comments
- Community Survey Computer and Paper Versions
- Goals/Objectives –
   Comment and Vote and
   Blog Board
- Pedestrian Facility Types.
   Street Mix On-line
   Tool & Photo
- 5. Comment Forms



# Welcome & Sign In



- Sign-in
- Collect comment forms



Wichita Pedestrian Master Plan

#### Station I: Maps



- Map of Wichita
- Write directly on the maps – tell us where you would like to see improvements for walking;
- Tell us the where there are barriers to walking



#### Station 2 :Community Survey



Take the on-line survey.



# Station 3 : Goals and Objectives

- Vote on draft Goals and Objectives (1st board)
- Draft new Goals and Objectives (2<sup>nd</sup> board)
- Vote on New Goals and Objectives



## Station 3 : Comment Blog



- Help generate comments on how to make Wichita a better place to walk.
- Post Post-its on board to record comments
- Help start a conversation chain of comments with post-its



Wichita Pedestrian Master Plan

#### Station 4 : Pedestrian Facility Types







# Station 4 : Street-Mix Street Design



- Build your ideal street cross section
- Get your photo taken with your street



Wichita Pedestrian Master Plan

#### Station 5: Comment Forms



Collect comment forms



#### Wichita Pedestrian Master Plan - Public Open House #2 Report

The second open house for the Wichita Pedestrian Master Plan was held on May 6<sup>th</sup>, 2014 from 4:30 to 6:30 at Wichita City Hall. There were 46 participants in attendance. Members of the Steering Committee, Technical Advisory Committee, City staff, and the consultant team staffed the event. The meeting provided Wichita residents with a series of stations highlighting the plan progress and draft content. The project team received good feedback on the draft materials including written comments and votes for preferences.

#### **Open House Stations**

#### Sign-in Table

Participants were asked to provide their name and email address both to track the number of participants and to disperse project information to those interested. Comment cards were also available for participants to provide written comments on walking related issues.



#### **Station 1: Plan Overview and Schedule**

Two boards presented the project schedule and next steps for the plan process. They also described reasons why there is a pedestrian planning process, who is involved in developing a plan and information on how to stay updated and involved in the rest of the process.

#### **Station 2: Neighborhood Typologies**

Boards describing each of the five neighborhood typologies (different ways that streets are organized per area), based on the growth of the city over time, were presented:

- Downtown Grid (1870-1909)
- Residential Grid (1910-1944)
- Grid and Curvilinear (1945-1960)
- Higher Density Curvilinear with Cul-de-Sacs (1961-1980)
- Low Density Curvilinear with Cul-de-Sacs (1981-present)



Each board included a graphic depicting the typical street layout, the typical challenges to pedestrians, and applicable design treatments for each neighborhood type. An overview board provided a map of Wichita with color coding for each of the five typologies.

#### **Station 3: Design Treatments**

All 30 of the design treatments were presented to the public. Each treatment provided a description, the benefits, design considerations a photo and graphic of each treatment. Meeting participants were



encouraged to provide written feedback on the treatments by writing their comments on post-it notes and sticking them to the treatment. The following comments were received:

Design Template	Comment
Sidewalk Zone	Thanks for the beautiful fence on 13 <sup>th</sup> St along McDonalds golf course! 13 <sup>th</sup> St near the McDonald golf course need to be cleared of Westar Eclectic post in the MIDDLE of ped walk. We love the street improvement
Crosswalks	Should keep crosswalk paint visible e.g. Riverside traffic circles.
Crossing Islands	The medians and sidewalks on Hillside near WSU are great during sports events. High visibility markings anywhere between Hillside and 21 <sup>st</sup> to 17 <sup>th</sup> are needed for safe pedestrian crossing to large WSU events.
Mid-block Crossing	Keeper of the Plains needs mid-block crossings
	Mid-block crossing needed in old town at train station (across Douglas)
Connector Trails	Neighborhood to schools, stores, and other amenities are important we need ways in and out of developments without cars.
Transit Stop Location	This is NOT an official location BUT the bus stops there: Transit stop immediately west of the stop light at 17 <sup>th</sup> and Hillside creates a hazard because of exiting traffic from McDonald and west bound traffic on 17 <sup>th</sup> immediately crossing Hillside.
Transit Stop Design	Will there be a transit location at the remodeled OLD Dunbar Ctr in 67214 area
Lane Diet / Road Diet	Sidewalk s would reduce the need for many of these solutions

#### **Station 4: Transit Planning**

Wichita transit staffed a table at the open house and provided information about new transit routes, new bus vehicles, and the redesigned transit route brochures.

#### **Station 5: Safety Corridors**

The safety corridors: Broadway, Douglas and Central Avenues were presented in a map along with the high crash, high priority mile segments for each corridor.



# WCHT A FEDSTIAN MASTER I. WCHT A FEDSTIAN MASTE

#### Station 6: Vision, Goals & Strategies

Participants could review the vision, goals and strategies of the plan. An introductory board explained the relationship between them. The strategies were the bulk of the board content which were presented with the accompanying rational as to why that strategy was important to the plan.

# Station 7: Performance Measures, Cost and Funding.

Participants were encouraged to vote with stickers on two of the three performance measures:

Performance Measure 1: How much would you like to see walking increase in Wichita? With walking in Wichita currently at 1.3% for trips to work, the majority of meeting participants who voted, voted to increase walking by between 4.6 and 8.6 percent or, roughly that between the amount of walking currently happening in Denver and Seattle.

**Performance Measure 2:** To *Reduce*pedestrian crashes. The performance measure has not yet been determined with a specific

Wichita Pedestrian Master Plan Appendix A: Plan Development Process



measure pending further Technical Advisory Board and Citizen Steering Committee meetings. Open house participants were invited to review a list of the number of pedestrian fatalities and injuries from 2000 to 2010, numbers that will serve as base-line information for the pending performance measure.

**Performance Measure 3:** *Increase by 60% the percentage of survey respondents rating the ease of walking in Wichita as "excellent or good" in the National Citizen Survey.* The number of Wichita citizens who respond to the National Citizen Survey as Wichita being an excellent or good for walking range between 45 and 50 percent.

The following comments were submitted for the Performance Measures boards:

Performance Measures	Comments
Performance measure 1	We are making a positive start! However, we have a long ways to go
Performance measure 3	Downtown/Riverside/Museum Park development and family (couple) use have increased both the use and I think safety of the areas. Thank you
Performance measure 3	Connection of bikes and ped paths. I look forward to the completion of the Rosebud path for both pedestrians and bikes. Need safety lighting and police safety boxes along this trail please.
Performance measure 3	Continue downtown walking improvements consider median development for walkers

A board on cost and funding presented the costs of facilities types to give meeting participants a sense of how much, for example, installation of a sidewalk or street light costs. In addition, an explanation of the funding sources through federal, regional and local options was presented.



#### **Station 8: Comment Blog**

Similar to the first Open House, post-it notes were available for people to write comments on and stick to a board. The Post-it notes helped to start a conversation chain about how to make Wichita a better place to walk. The comments were then collected and are summarized in the following table.



#### **Comments Blog**

Make crosswalks safe for us 'Baby Boomers'

Better signage for multiuse paths

Sidewalk and bike paths and buffer/amenity zones: often overlapping but not the same thing: we need to find where the riders are and give them the right KIND of space.

Sidewalk on Douglas between Oliver and Edgemoor

Maintenance of sidewalks (from roots, etc.) is at least as important as making sure they're there! (strategy 7)

Sidewalks!

CONNECTION: sidewalks to neighborhoods!

Thanks for "post-its" to provide comments as we causally walk and read. We are getting there.

#### **Comment Cards**

Comment cards were also available for participants to provide written comments on walking related issues. The cards provided space to answer the specific question – *Please tell us why walking is important to you*, as wells as general comments. The transcribed comment cards follow.

Please tell us why walking is important to you	General Comments
For better health, recreation and mobility	This is a good beginning
I enjoy active transportation and would love to be able to walk more. I've enjoyed exploring Wichita by bike and on foot	I utilize the bike racks on the buses and often walk for transportation and fitness/pleasure. It is sad to see a lack of sidewalks around schools and senior centers.

Please tell us why walking is important to you	General Comments
health, exercise, transportation, safety	There is no sidewalk either side of Ridge Rd between 29th and 37th. Is there one planned? If not, can there be? Great sidewalk access on 29th and 37th to Maize (east-west) but N-S sidewalks on Ridge and Tyler and needed between 29th and 37th for all the right reasons. You can not safely walk on the shoulders when you get close to 29th or 37th on Ridge. Thank our for your consideration and I look forward to your reply.
I walk for exercise, fresh air, save gas and because my dogs love to walk	I live by Sheridan and St Louis and sidewalks are not existent so walking to neighborhood stores or walking my dogs requires me to walk on the road. Some vehicle drivers are not courteous and I have even had some try and get as close as possible, making walking unsafe. We need sidewalks all over this city to allow anyone who wants to walk a safe way to do so.
Physical health/air quality/medical insurance and long term care benefit, socializing, safety.	I walk and/or ride my bike in the middle of the street at night in residential neighborhoods because it is safer from possible attacks from dogs/people (no bushes or parked cars to hide behind on dimly lit streets). Will need to reeducation drivers to give priority to walkers and watch for bicycles.
I prefer it to driving	
Walk all over town. Walked here today.	Add sidewalks on Douglas - Oliver to Edgemoor. Add sidewalk on Edgemoor Douglas to Central.
	Sidewalk needed on Ridge Road between 29th and 37th
I want my kids to be able to walk and bike to school and to their friends and grandparents house	Sidewalk needed on Ridge Road between 29th and 37th PLEASE!

### Please tell us why walking is important to you **General Comments** Right now my vehicles are not working so It looks like the committee has done a lot of walking is a necessity. Especially is my need to work. I feel that development should stop go to the store. Fortunately the store is close. I developing cul-de-sacs. Not only does it make it also like getting out to walk my dog and enjoy harder to walk, but also develops more pollution the neighborhood. from vehicles traveling from one cul-de-sac to another. On the recommendations on the walls, I am really delighted with the frontage, walkway and buffer zones of the sidewalk. It seems to me that now if a business puts plants or decorations out, it impedes the flow of traffic. I do believe that streets and crosswalks need to be illuminated. There is school crosswalk near College Hill school where the LED lights are blinding maybe have a street light in the area might help. It seems to me that the handicap ramps continue to need work. I am not a fan of the bumpy bricks used in some of them. I don't like the idea back-in angle parking. It seems that could be a lot of trouble. I support all of your recommendation. I feel that #9 will be difficult to implement. This is the recommendation to get kids to walk to school. I think that there is too much fear especially by adults. I do wish that we could be progressive on the bus system. This spoke wheel system is inductive to getting people to use the bus. Good job everyone! I started running 50 years ago, but now I just I have an issue with the proposed road plan for walk (try to get out 4-5 times every week. It's widening Woodlawn from 37th St N to 45th S. N. important for both mind and body. As I understand, it will be changed from 2 lanes, with shoulders to 5 lanes, curb and gutter. This would seem to mean that we will lose the shoulders that are presently used by walkers, families, kids on bikes, adult bikers etc. This would be a big loss for the pedestrian/biker walkability to the numerous commercial/retail stores near 37th and Woodlawn. In my opinion

this transportation route is heavily used by Bel Aire citizens, who incidentally have no other retail opportunities in the community. I think this

road widening is slated for 2020.

Please tell us why walking is important to you	General Comments
Easy way to get regular exercise. Just go out the door!	Too much info on possible solution to absorb. Strategies look good - implementation will be problematic due to funding constraints. Include sidewalk in all NEW developments. More connections are needed. Glad city has developed committees and plans for pedestrian access. Many areas with 4 lane streets could go to road diet to make room for bike paths, sidewalks or multipurpose paths
Everyone is a pedestrian! Walking is important for public health and environmental well being.	
Best form of exercise. Neighborhood feeling. Keeping up with home and landscape design.	
Exercise/Healthy	Well planned
Great way to live a healthy lifestyle. Great mode of transportation. Good way to stay connected to your community and neighborhood.	

# **Station Boards**

The following boards were displayed at the open house.



#### **WHY HAVE A PLAN?**

- There is a growing interest in Wichita for pedestrian infrastructure improvements.
- The National Citizen Survey compares the satisfaction of Wichita residents to the satisfaction residents in other similar cities. The City of Wichita conducted the survey in 2006, 2010, and 2012. The results of each survey have shown that the satisfaction of Wichita residents with the ease of walking is "much below" the satisfaction of residents in comparable cities. In 2012, Wichita ranked 223 out or 267 cities for residents satisfaction with the ease of walking.
- The Wichita Area Metropolitan Planning Organization (WAMPO) Safety Plan (updated 2011) indicates that from 2005 to 2009, 10 percent of fatalities and 3 percent of injuries within the WAMPO region were pedestrians. The WAMPO region accounts for 18 percent of the state's population, but 22 percent of the state's fatal pedestrian crashes and 21 percent of all statewide crashes involving pedestrians.
- The Plan will be a guide for the City of Wichita, identifying the community vision and goals; and the recommended actions to help active the goals.

#### WHO IS DEVELOPING THE PLAN?

- The planning process is being guided by a volunteer Steering Committee (includes representation from a broad group of stakeholders, including KDOT, WAMPO, school district, Safe Kids, and others)
- •City of Wichita Pedestrian Master Plan Technical Advisory Committee (includes staff from various city departments).
- The Steering Committee is guided by is a sub-committee of the Wichita Bicycle and Pedestrian Advisory Board.
- Focus Groups (Includes individuals and organizations that represent seniors, kids, people with disabilities, businesses, downtown, and others).
- •The citizens of Wichita who attend the two open houses and participate in other forums such as the on-line survey and on-line map.

#### **HOW TO STAY UPDATED AND INVOLVED**

- Register on the project web page for the City bicycling and walking email updates, with the latest information about this project and others at:

   WARNING TO BE ADD TO
- Visit the project website at: http://walking.wichita.gov
- Attend and/or comment at upcoming public presentations at the City Council, advisory boards and planning commission.
- Also, check out the City of Wichita Facebook page.

The City of Wichita is asking Wichita residents to help identify ways to make walking safer, easier and more convenient.





# **PROJECT SCHEDULE**



			2013							2014					
MAY	JUNE	JULY	AUG	SEPT	ост	INOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG
Data Co															
				Survey and Napping	l Public										
					Public House										
						Prepar	e Pedestr	ian Desigi	ı Recomm	endations					
								Develo	p Progran	n and Polic	y Recomn	nendations			
								Develo							
													Public House		
												Develop	Final Mas	ter Plan	

# **NEXT STEPS**

Once a Plan is drafted, the next steps will be for the Draft Plan to be reviewed by the following boards and commissions:

- · Pedestrian and Bicycle Advisory Board
- Transit Advisory Board
- · District Advisory Board
- Wichita-Sedgwick County Planning Commission
- City Council





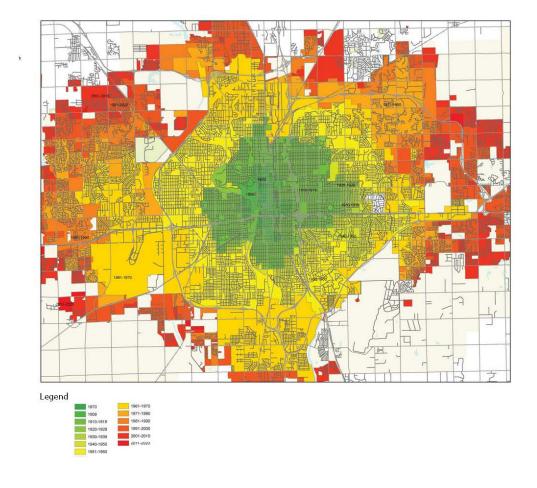
#### **Station 2: Neighborhood Typologies**



Within the City of Wichita, the built environment can generally be categorized into five general development patterns that can be attributed to the time period in which the neighborhoods were developed (see the map below). The five distinct development patterns or neighborhood typologies demonstrate differences in the organization of streets, relationship of residential streets and arterials, provision of pedestrian facilities and overall walking environment in the varying degree of street connectivity. The typologies are categorized as:

- Downtown Grid (1870-1909) Residential Grid (1910-1944)
- Grid and Curvilinear (1945-1960)
- Higher Density Curvilinear with Cul-de-Sacs (1961-1980)
- Low Density Curvilinear with Cul-de-Sacs (1981-present)

The five design typologies are listed on the following boards with the most common challenges and design treatments to address them.





# WICHITA PEDESTRIAN MASTER PLAN **NEIGHBORHOOD TYPOLOGIES**





# **DOWNTOWN GRID, (BUILT 1870 - 1909)**



#### Challenge: excess capacity

Many Downtown streets have wide streets and more lanes than needed to accommodate the amount of traffic using them. Wide streets increase pedestrians' exposure to traffic when cross-ing the street. This makes additional accommodation for pedestrians at signalized and unsignal-ized crossing important for safety.

#### APPLICABLE DESIGNTREATMENTS

Road Diet

Width of Lane

Curb Extension

Access Management (median)

Crossing Island

Right-turn slip lane

Pedestrian Signal

Protected Left Turn Phase



#### Challenge: long blocks

The long blocks in downtown make mid-block crossing more desirable for pedestrians wanting to get to businesses and services on the opposite side of the street. Often a pedestrian is more likely to make a midblock crossing instead of walking to the end of a long block to cross at a signalized intersection.

#### APPLICABLE DESIGNTREATMENTS

Mid-block Crossing

Crosswalk

Rectangular Rapid flash

Curb Extension

Crossing Island



#### 3 Challenge: life on the street

With wide sidewalks and density of businesses, entertainment and restaurants, Downtown is a great place for placemaking related sidewalk improvements.

#### APPLICABLE DESIGNTREATMENTS

Amenity Zone

Buffer Zone

Building Frontage Zone

Driveway Design

Back-in Angle Parking



#### 4 Challenge: one-way streets

Many of the streets in Downtown Wichita are one-way with more than one travel lane, which creates a multiple threat hazard. A multiple threat hazard can occur on roads with multiple lanes in the same direction where one ar stops for a pedestrian and ac arin the adjoining lane does not because the driver is unable to see the pedestrian due to the other stopped vehicle. Multiple threat hazards can be militageted for pedestrians trying to cross the street at uncontrolled mid-block locations e.g., locations without signals or stop signs.

#### APPLICABLE DESIGNTREATMENTS

Road Diet

Width of Lane

Mid-block Crossing

Rectangular Rapid Flash

Curb Extension

Crosswalk

One-way to two-way street conversions (Project Downtown)

#### 5 Challenge: transit use

There is higher transit use Downtown, this requires accommodations for transit resources (i.e. bus shelters, benches, etc.) within the Sidewalk Zone and facilities to enable pedestrians to safety cross the roadway during periods of high traffic volumes.

#### APPLICABLE DESIGNTREATMENTS

Transit Stop location

Transit Stop Design

Crossings Near Transit Stop

Amenity Zone









## **RESIDENTIAL GRID, (BUILT 1910 -1939)**

1 Challenge: visibility at intersections

In these areas streets are narrow with on-street parking and street trees.

APPLICABLE DESIGN TREATMENTS

Curb extensions

Challenge: cut-through traffic, one block off of arterial 2) streets

Cut through traffic, avoiding congestion on arterial streets, often uses the residential street one block off of the arterial. These streets often see higher motor vehicle volumes and speeds than other residential streets.

APPLICABLE DESIGN TREATMENTS

Chicanes

Mini traffic circles



3 Challenge: one-way streets

Some of the arterial streets in these residential areas are one-way with more than one travel lane, which creates a multiple threat hazard. A multiple threat hazard can occur on roads with multiple lanes in the same direction where one car stops for a pedestrain and the other car does not be ause the driver is unable to see the pedestrian due to the other stopped wehide. Multiple threat hazards can be emitigated for pedestrians trying to cross the street at uncon-trolled mid-block locations e.g., locations without signals or stop signs.

#### APPLICABLE DESIGN TREATMENTS

Road Diet

Width of Lane

Curb Extensions

Crosswalk



Wichita examples: Delano, South Central, Midtown



Challenge: arterial street crossings from residential areas to adjacent amenities

Locations without pedestrian access across arterial streets, result in shopping areas, services and adjacent neighborhoods that are not accessible to pedestrians who live in nearby residential neighborhoods.

#### APPLICABLE DESIGNTREATMENTS

Mid-block Crossing

Crosswalk

Rectangular Rapid flash

Curb Extension

Crossing Island



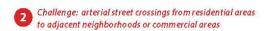


# **GRID AND CURVILINEAR, (BUILT 1940 - 1960)**

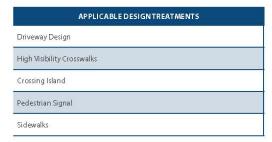
## 1 Challenge: safe walking routes to schools and parks

The intact street grid makes it possible for students to walk to school. Streets without sidewalks and unimproved street crossings are barriers to safe walking and bicycling for children. Skewed intersections aremore common in these areas. At intersections skewed intersections can lengthen street crossings and increase turning speeds

# APPLICABLE DESIGNTREATMENTS Skewed Intersection Curb Extension Curb Radii Curb Ramps



Many shopping areas, services, schools and adjacent neighborhoods are not accessible to pedestrians in residential neighborhoods. A merial and residential street intersections are often not improved for pedestrians making a retrail streets challenging to cross. Welkling or ADA access into commercial areas is often not provided requiring pedestrians to pass through parking lots where sidewalks are not provided from the adjacent streets to the front entrance of the





Many of the streets are missing sidewalks from one or both sides of the street. Due to the intact street grid, there is likely a higher volume of pedestrians walking and opportunities for children to walk to school.

	APPLICABLE DESIGN TREATMENTS	
Pedestrian Zone		
Buffer Zone		



Wichita examples: Southwest Neighborhood, Benjamin Hills, Matlock Heights, Fabrique

## 4 Challenge: residential street intersection control

Slowing trafficat residential street intersections is important for the safety of pedestrians arossing the street. At low volume residential street intersections motor vehicle drivers may notalways comply with stop controlled intersections or obey rules of the road at uncontrolled locations (yielding) because they rarely encounter cross trafficat those locations. At intersections without control, traffic calming devices can help to slow speeds and improve compliance at intersections.

# APPLICABLE DESIGN TREATMENTS Mini Traffic Circles Curb Extensions



# HIGH DENSITY CURVILINEAR WITH CUL-DE-SAC (BUILT 1961-1980)

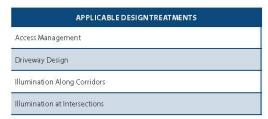


Walking to destination within the neighborhood can be challenging with a lack of connecting streets and sidewalks; and longer distances where connections do exist.

# APPLICABLE DESIGNTREATMENTS Sidewalk Zone Connector Trails



Arterial streets adjacent to neighborhoods are where residents access businesses, transit and other services. Driveways and their relationship to the sidewalk can affect pedestrian safety particularly where there is a high number of driveways, where there is no sidewalk or where the sidewalk alignment and grade is not straight and flat.





APPLICABLE DESI	GNTREATMENTS
Mini Traffic Circles	
Chicanes	



Wichita examples: West 21st St and Maize Rd, Westlink and Brookhollow



# LOW DENSITY CURVILINEAR WITH CUL-DE-SAC (BUILT 198 - 2014)

Challenge: Lack of street connections within neighborhood require longer walking distances

Walking to destinations within the neighborhood can be challenging with discontinuous streets and cul-de-sacs.

#### APPLICABLE DESIGN TREATMENTS

Connector Trails

2 Challenge: Connections between neighborhoods

Adjacent neighborhoods in these areas may be difficult to walk between with the only street connections requiring long walks and/or use of arterial or two lane streets with no sidewalks.

#### APPLICABLE DESIGN TREATMENTS

Sidewalk Zone

Curb Radii

**Curb Ramps** 



Some developments have a limited number of entrances. The entrances are built wide for high speed, motor vehicle access. Because pedestrians will also use these entrances to access adjaent neighborhoods, transit or street crossings, pedestrian amenities at these locations are important for pedestrian safety.

#### APPLICABLE DESIGN TREATMENTS

Sidewalk Zone

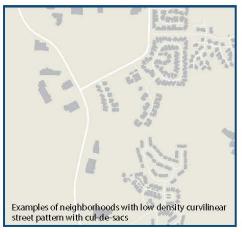
Curb Radii

Curb Ramps

Illumination at Intersections

Crosswalk

Mid-block Crosswalk



Wichita examples: Sierra Hills, Lakepoint, Willowbend and Fox Ridge



Speeding along residential streets can be a problem in areas where the streets are wide and there are few parked cars. Speeding increases the risk and severity of collisions including those involving pedestrians crossing the street.

#### APPLICABLE DESIGN TREATMENTS

Mini Traffic Circles

Chicanes



 $\textit{M} \textbf{any} \ \textit{of} \ \textit{the streets} \ \textit{are missing sidewalks from one or both sides} \ \textit{of the street}.$ 

#### APPLICABLE DESIGN TREATMENTS

Sidewalk Zone

Buffer Zone



#### **Station 5: Safety Corridors**

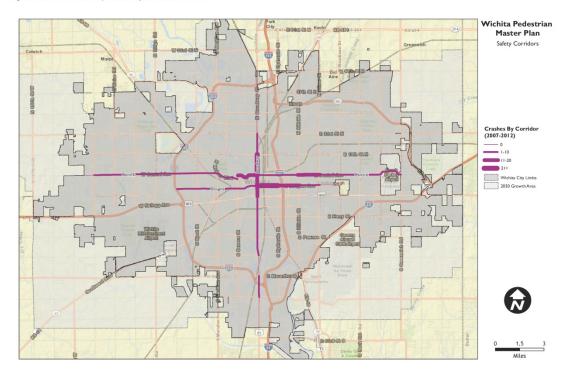


The Kansas Department of Transportation (KDOT) maintains a database of reported crashes in the state. To better understand city-wide pedestrian safety issues, the locations of crashes involving pedestrians were analyzed. The crash analysis revealed that three corridors – Broadway Avenue, Douglass Avenue, and Central Avenue – were the roadway corridors where the most pedestrian crashes occurred over the past five years. Since these three corridors reasers the entire city, each of these corridors were broadhed rown into one —file segments to understand where the crashes are concentrated. The "Safety Corridors Pedestrian Cash History" lists the names of the

roadway segments with the highest number of pedestrian crashes.

ROADWAY	EXTENT (1-MILE SEGMENT)	PEDESTRIAN CRASH COUNT (2007-2012)
Broadway Avenue	Central to 13th	26
Douglas Avenue	Broadway to Hydraulic	21
Broadway Avenue	Kellogg to Central	19
Central Avenue	Seneca to Broadway	15
Douglas Avenue	Hydraulic to Hillside	14
Central Avenue	Hillside to Oliver	12

Pedestrian safety improvements are needed throughout the city. However, when the city has a choice of where to focus resources for improving pedestrian safety, the city can chose to prioritize implementing improvements along these corridors in an effort to improve the safety of these three corridors.







The Plan's Vision, Goals, Strategies and Actions were developed through an interactive exercise with the project Steering Committee, a public open house event held on September 12, 2013, input from multiple focus groups, and a review of previous planning and policy documents. For the many stakeholders that provided input, there is an overarching desire to improve conditions for walking in Wichita, to make it safer for people walking. Stakeholders also emphasized the need to improve conditions for both seniors and children. There is a desire to make connections between and within neighborhoods even better for pedestrians.

#### **DEFINITIONS**

Vision Statement: this is the heart of the plan. It describes what the community will be like in 2024, and provides the framework for this civic plan by identifying key elements and conditions. From the vision statement, the goals, objectives, and strategies have been developed. They are the recommended way of achieving the future vision of Wichita, organized from the most broad/general concepts (objectives) to the most specific (strategies). Below are brief definitions of the goals, objectives, and strategies.

Goals: These are what the community wants to work towards achieving. The work of completing a goal is seldom ever completed, it is something that we continually strive to achieve.

Strategies: These are recommended to be undertaken to achieve the objective, goal, and vision statement. The Master Plan will include a table for the strategies that describes action items, lead organization and the estimated duration (from start of the action to the finish) to complete the



#### VISION AND GOALS

VISION STATEMENT: By 2024, the City of Wichita will be a pedestrian friendly community and a place where walking is an easy choice in all people's daily lives. Wichita residents and visitors will have easy access to high quality and safe walking environments that connect all neighborhoods, destinations, and multiple modes of transportation, while contributing to a stronger, healthier, and more vibrant Wichita.

The following Goals for the Wichita Pedestrian Master Plan have been derived from community engagement activities, the Technical Advisory Committee, Steering Committee, existing plans, as well as concepts from national organizations and planning efforts in other cities.

Goal 1: Provide a safe and welcoming pedestrian network	
Goal 2: Improve community accessibility and connections for pedestrians	



#### **STRATEGIES**

The strategies and actions are prioritized in two sections:

- The Top 10 Strategies (1-10) are the highest priority to implement first
- · "Down the Road" Strategies (11-19) are second tier priority strategies

Within each section, the strategies are organized by key factors important to take into consideration when implementing a Pedestrian Master Plan:

- Engineering
- Encouragement
- Education
- Enforcement
- Maintenance & Construction
- · Plan Implementation

#### TOP 10 STRATEGIES

#### **Engineering**

#### Strategy 1 - Implement Design Guidance in Chapter X of this Plan

Rational: Reducing crashes, improving access and creating a better walking environment can best be achieved by implementing the design guidance as recommended in this Plan.

#### Strategy 2 - Create a Marked Crosswalk Policy

Rational: Marked crosswalks help to improve pedestrian safety and the connectivity of the pedestrian network. A marked crosswalk policy can help formalize a consistent approach for the evaluation and installation of marked crosswalks. Uniform and consistent application of crosswalks can help increase predictability for both pedestrians and drivers. The policy can utilize national best practices and the design guidance provided in Chapter X of this plan to:

- 1. Identify what factors are taken into consideration during evaluation (i.e. traffic volume, traffic speeds, crashes, destinations, roadway design, etc.);
- 2. Establish the primary types of crossing treatments to be considered for any marked crosswalk location (including high visibility crosswalks);
- 3. Identify the preferred designs and treatments for the crosswalks to improve safety and driver compliance (i.e. high visibility | crosswalk designs, etc.); and
- 4. Determine a prioritization process for how crosswalk marking is implemented and criteria for location criteria e.g. school walking routes, high collision locations, and mid-block areas with high number of pedestrians crossing the street.

The policy should be coordinated with the City of Wichita School Traffic Safety Manual (2008), either by incorporating guidance from the manual and/or through updates to the manual.

#### Strategy 3 - Focus Pedestrian Improvement Resources on Improving Safety at Intersections

Rational: Crashes involving pedestrians and motor vehicles typically occur at intersections. Improving safety through dedicating resources to best practices in roadway design at intersections is the one, single best way to reduce the number of crashes and injuries involving pedestrians and motorists.

The following criteria should be used to prioritize intersections for pedestrian improvements.

- Priority corridors: Douglas Ave, Broadway Ave and Central Ave
- Crash data
- Roadway characteristics: speed, volume, number of lanes, distance between signals etc.
- School walking routes





#### Strategy 4 - Provide Sidewalks along Arterial Streets

Rational: Sidewalks reduce pedestrian crashes, especially in areas with vulnerable populations, low car ownership, people with mobility impairment and high pedestrian demand. This includes areas near schools, regional activity centers, neighborhood commercial nodes, senior centers and transit connections.

Proximity to major destinations, including but not limited to those listed below

- o Senior housing
- o Schools
- o Local commercial nodes
- o Transit routes

#### Strategy 5 - Improve Pedestrian Infrastructure near Senior Centers, Senior Housing and Senior Destinations

Rational: The percentage of pedestrian crashes that involve seniors is often disproportionately high compared to other age groups. At the same time, seniors are encouraged to walk to maintain and promote health, independence and social interaction.

#### Strategy 6 - Improve Safety by Improving Pedestrian Infrastructure near Schools

Rational: Pedestrian walking routes to elementary schools direct students and parents to the safest routes to each school and provide a way to focus infrastructure improvements

#### **Maintenance and Construction**

#### Strategy 7 - Make Maintenance of Pedestrian Infrastructure a Priority

Rational: Most of the pedestrian facilities that will be here in twenty years already exist. Maintaining the existing pedestrian infrastructure will improve pedestrian safety, encourage more walking, and save money by increasing facility life-cycles. Some elements related to maintenance are required through ADA (American with Disabilities Arth

#### Strategy 8 - Plant and Maintain Street Trees

Rational: Street trees provide shade, increase physical separation from motor vehicles, increase property value, improve air and water quality, and are transformative in creating great places to live, walk and do business. The benefits of trees to streets and roadway users are numerous and, proper street design is important to the health of trees and the long term maintenance effects they may have on sidewalks and other roadway features. Thus, trees and other vegetation must meet certain criteria to be safe, maintainable and compatible with other essential services along streets.

#### **Encouragement**

#### Strategy 9 - Support Efforts to Encourage Walking to School and Safety Education

Rational: Walking provides both freedom and teaches responsibility to youth. Walking to school establishes habits of lifelong physical activity and the normalization of walking as a transportation mode. The behaviors and lessons learned at a young age can influence behavior for a lifetime, and can help prevent crashes and injuries. There are excellent programs and curriculum materials available (free) through the SRTS National Clearinghouse website.

#### Plan Implementation

#### Strategy 10-Plan, Monitor, and Update this Plan for Implementation

Rational: Communities that have had the most success in implementing pedestrian plans are those that invest in monitoring progress on Plan implementation.









#### "DOWN THE ROAD" STRATEGIES

#### Plan Implementation

#### Strategy 11 - Make Area-Specific Pedestrian Improvements

Rational: Pedestrian facilities operate most effectively as a network. Improvements for the pedestrian network are most effectively identified in conjunction with a wider pedestrian network analysis or to address common issues that occur throughout the community. Pedestrian circulation plans can be a useful tool to help area stakeholders to identify and prioritize improvements related to walking. The pedestrian circulation plans can be undertaken as stand-alone projects or as part of other planning projects, including area / corridor / or neighborhood plans. Pedestrian circulation plans, which provide a plan to help pedestrians get around the neighborhood, can also be focused on multiple locations instead of areas/corridors.

During the process to develop this plan, Wichita stakeholders have indicated that the following areas are high priority locations for pedestrian improvements: parks, schools, senior housing / centers.

#### Strategy 12 - Improve Pedestrian Access to Buildings

Rational: Providing connections for pedestrians between the public right of way and private development is important for safety and access. An example of this type of connection is a dedicated walking connection (i.e. paved path or stripped walkway) from the sidewalk to the front entrance of businesses. This will require revision to code for private development to accommodate pedestrians on private property.

#### Strategy 13 - Improve Pedestrian Connections to Transit

Rational: Pedestrian facilities are important for transit trips, as every transit rider is also a pedestrian at some point during their trip. Transit benefits pedestrians by greatly expanding possible trip distances and connections. The following actions will be coordinated with updates to the Wichita Transit bus stop guidelines.

#### **Encouragement**

#### Strategy 14- Encourage Walking for Fun, Health, and Transportation

Rational: Active transportation such as walking is an important form of exercise as well as a basic form of travel for short distances. Sometimes encouraging people to consider walking for health or transportation related trips requires additional effort. Encouragement can take the form of programs, campaigns or events to target specific groups or areas within the city.

#### Strategy 15 - Provide Pedestrian Wayfinding

Rational: A pedestrian wayfinding system helps to visually connect the pedestrian network, while also providing guidance about the optimal route for pedestrians to reach their destination. Wayfinding can also increase safety by directing pedestrians to preferred facilities and can increase awareness of off-street paths and connections that may otherwise not be easily visible from a roadway. Downtown pedestrian wayfinding can provide guidance to important destinations.

#### Education

# Strategy 16 – Support Safety Education Programs that Focus on Changing Pedestrian, Bicycle and Motorist Behavior

Rational: Streets are shared public spaces that facilitate different uses and transportation modes. It is critical for all street users to be respectful of each other and to know the rules of conduct. Education efforts should include targeted enforcement at high crash locations to reinforce the importance of safe conduct on public streets and efforts to educate new drivers. In addition, the City can help promote community safety by sharing general information (i.e. location, severity, number of pedestrians involved) about crashes involving pedestrians.

It is important that the education efforts target behaviors that are the greatest contributors to crashes. National research shows that the following behavior is the greatest contributors to crashes.

- · Drivers: Distracted driving,
- Drivers: Failing to yield to pedestrians







Wichita Pedestrian Master Plan Appendix A: Plan Development Process

#### **Enforcement**

#### Strategy 17- Develop Enforcement Strategies that Focus on Changing Pedestrian and Motorist Behaviors that Cause Crashes

Rational: Enforcement is an important component of improving roadway safety for all users. Enforcement efforts should complement, and in most cases, be preceded by educational efforts. In fact, law enforcement has an important role to play in educating roadway users about behaviors that improve or diminish roadway safety. Enforcement efforts should be balanced (i.e. target all roadway users, not one group) and focused on those behaviors that are known to cause crashes. For pedestrians, jaywalking and failure to follow traffic controls are among the behaviors that should be targeted. For motorists, not yielding to pedestrians in crosswalks and speeding through areas where there are vulnerable users are among the behaviors that should be targeted.

- Pedestrians: Javwalking
- Bicyclists: Traveling opposite direction as traffic, riding without lights

#### **Maintenance and Construction**

#### Strategy 18 - Maintain Pedestrian Access during Construction

Rational: Temporary closures of sidewalks can result in significant barriers for pedestrians and lead to dangerous situations. Accommodating pedestrians during construction ensures that pedestrians have clear, safe, and accessible routes as convenient alternatives to sidewalks closed for construction.

#### Plan Implementation

#### Strategy 19 - Allocate Staffing and Provide Training to Implement This Plan

Rational: Communities that have had the most success in implementing pedestrian plans are those that invest in keeping staff up-to-date with best practices and that allocate adequate staffing to implement the Plan.

- It is important that new facilities be designed to reflect the latest design guidelines and practices. Nationally available courses and workshops provide an opportunity for planners, designers, and engineers to take advantage of the latest thinking and best practices for pedestrian facilities.
- It is important to have full-time staff in public works and planning bring expertise, knowledge, awareness, and focus to implementation of the Plan. Implementing this strategy is pivotal to the success of the Plan. The level of staff resources allocated (re-assignment of existing staff or new hires) to implement the Plan will affect the pace of implementation.











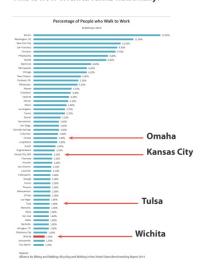
# WICHITA PEDESTRIAN MASTER PLAN PERFORMANCE MEASURES



Performance measures help to track success toward reaching the goals of the plan. Use your stickers to vote on how best to reach our goals for the three performance measures.

1 Increase to X% the amount of walking in Wichita over the next 10 years.

This is how Wichita ranks nationally:



2 Reduce Pedestrian Crashes (Measure to be Determined)

This is how many pedestrians are injured and killed per year:

KDOT Data - Crashes Involving Pedestrians in Wichita City Limits

	All	Deaths	Injuries	Unharmed
2000	94	1	92	1
2001	118	6	112	(
2002	119	3	115	1
2003	98	1	97	(
2004	91	3	86	2
2005	87	3	82	2
2006	107	5	102	(
2007	117	6	111	(
2008	81	1	80	(
2009	92	5	87	(
2010	84	3	81	(
Total	1,088		1,045	6



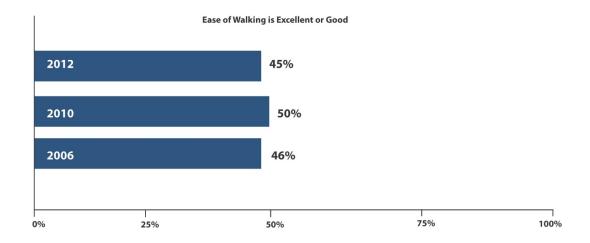
# **WICHITA PEDESTRIAN MASTER PLAN**







Increase by 60% the percentage of survey respondents rating the ease of walking in Wichita as "excellent or good in the National Citizen Survey



Please let us know what you think about this performance measure.

Please write down your ideas on a sticky note and place it on the board OR provide a response to an existing comment





How much would you like to see walking increase in Wichita?

Place a sticker next to the percentage you prefer. Feel free to create your own percentage.







Pedestrian Improvements – Typical Costs
Costs for pedestrian infrastructure vary greatly. A recent paper and database provide estimates of infrastructure costs from states and cities across the country. The following are cost estimates and cost ranges for a variety of pedestrian treatments. As costs can vary widely from state to state and site to site, depending on many factors, the cost information should be used only for estimating purposes and not necessarily for determining actual bid prices for a specific infrastructure project.

FACILITY	AVERAGE	LOWER RANGE	UPPER	UNIT COST	SOURCE
Concrete Sidewalk 5' wide	NA	\$3.25	\$4.00	Linear Foot	В
Curb and Gutter	NA.	\$12.00	\$22.00	Linear Foot	В
Curb Extension/Choker/ Bulb-Out	NA	\$7,500	\$20,000	Each	В
High Visibility Crosswalk	\$2,540	\$600	\$5,710	Each	A
Multi-Use Trail - Paved 10' wide	NA	\$200,000	\$800,000	Mile	В
Multi-Use Trail - Unpaved	\$121,390	\$29,520	\$412,720	Mile	A
Pedestrian Hybrid Beacon	\$57,680	\$21,440	\$128,660	Each	A
Pedestrian Signal	\$1,480	\$130	\$10,000	Each	A
Raised Crosswalk	\$8,170	\$1,290	\$30,880	Each	A
Rapid Rectangular Flashing Beacon	\$22,250	\$4,520	\$52,310	Each	A
Streetlight	\$4,880	\$310	\$13,900	Each	A
Striped Crosswalk	\$770	\$110	\$2,090	Each	A
Wheelchair Ramp	\$810	\$89	\$3,600	Each	A

A: Bushell, Max; Poole, Bryen, Rochiguez, Daniel, Zegeer, Charles, (July, 2013), Costs for Redestrian and Bicyclist Infrestructure Improve marts: A Resource for Researchers, Engineers, Planners and the General Public, www.walkinginfo.org/download/Redelia/Costs.pdf

Pedestrian projects and programs can be funded by federal, state, local, private, or any combination of sources. There are several funding programs that local governments may pursue:

#### Local Funding and Implementation Opportunities

- Routine Accommodation Pedestrian facilities (new and upgrades) can be integrated into other capital projects (i.e. including pedestrian ramps, crosswalks, sidewalks, lighting, and other improvements into road and utility projects). This approach generally costs less compared to undertaking the projects separately
- and utility projects). This approach generally costs less compared to undertaking the projects separately (de. coming in after the road project and making the pedestrian improvements).

   City's Annual Programs.—The City of Wichta has several annual programs that address pedestrian needs. These include an Arterial Sidewalk installation program, program to make accessibility improvements (e.g. cuth ramps, etc.), Street Maintenance Program (e.g. cuth ramps, etc.) Street Maintenance Program (e.g. crosswalk restripting etc.) and Street Tree Program. Depending on the type of activity, these programs are funded either through the City's Capital Improvement Program (CIP) or the annual budget. Public private Partnerships P
- fund improvements.
- Private Construction and Redevelopment Projects Sometimes, pedestrian improvements (e.g. sidewalks, crosswalks, curb ramps, lighting, etc.) are required as part of new projects that will impact the public rights-of-way. This plan recommends continuing with the existing community requirements.

#### Federal and State Funding Sources

- Transportation Alternatives Program (TAP) can be used for any pedestrian facility, certain ADA transition planning efforts; Safe Routes to School projects and Recreational Trails Program eligible projects. The TAP funds are available through the Wichita Area Metropolitan Planning Organization (WAMPO). The funding process is competitive and project applicants must provide a local match of at least 20 percent.

  Recreational Trails Program (RTP) funds may be used for any kind of recreational trail. The RTP funds are available through a competitive funding process managed by the Kansas Department of Wildlife, Parks and Tourism. Project applicants must provide a local match of at least 20 percent.

  Surface Transportation Program (STP) funds can be used for the construction of new and the maintenance of existing pedestrian facilities. The STP funds are available through a competitive funding process managed by the WAMPO. Project applicants must provide a local match of at least 20 percent.

  Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds may be used for projects that demonstrate an air quality benefit. The CMAQ funds are available through a competitive funding process managed by the WAMPO. Project applicants must provide a local match of at least 20 percent.

  Highway Safety Improvement Program (RHPIP) funds can be used for projects afmed at increasing safety, and reducing crashes. The HSIP funds are available through a competitive funding process managed by

  NDOI.

  National Highway Performance Program (NHPP) funds may be used for pedestrian projects that benefit

- National Highway Performance Program (NHPP) funds may be used for pedestrian projects that benefit National Highway System corridors.



## **Station 8: Comment Blog**

# WICHITA PEDESTRIAN MASTER PLAN COMMENTS BLOG

Tell us what you think about the information presented: what you like or what could be improved. Your comments will help us understand how to improve walking in Wichita.

Please write down your ideas on a sticky note and place it on the board OR provide a response to an existing comment:



#### Introduction

An on-line, interactive map was created to collect information from Wichita residents on important pedestrian related locations within city limits. One-hundred and fifty comments from 57 people were collected. The survey was available between August 23rd and October 1, 2013.

Participants were asked to identify locations based on several factors. These factors the number of comments per factor are summarized in the table below.

Comment Location Type	Number of Comments
Routes I walk often	22
Locations where sidewalk is missing	31
Uncomfortable places to walk	16
Locations where off-street connections are needed	4
Places to walk to and from	49
Places I'd like to walk to but can't	9
Barriers to walking	17

Participants drew lines or plotted dots on the map to indicate locations of interest/concern. They were also able to provide written comments. The following summary discusses the results and trends in participant responses.

#### Map Results Summary by Location Type

#### Routes I walk often

Participants identified routes throughout the city. The majority of routes identified were recreational walking routes around or to parks, shared use pathways or low volume streets. Several of the locations included pedestrian bridges. The major arterial streets mentioned were W Douglas Ave from the Delano Area into downtown, Harry St and, W 21<sup>st</sup> St N, Waterman St and E 1<sup>st</sup> St N.

"Shops on Harry are easy to access by foot, even with the heavy car traffic. Could use more benches."

<sup>&</sup>quot;The over-Kellogg bridges really help pedestrians and bicyclists connect to downtown."

<sup>&</sup>quot;[I] walk to the park/splash park with my young child."

#### Locations where sidewalk is missing

Participants identified more locations where sidewalks are missing than any other location type. These primarily include arterial roadways north of downtown. Reasons cited include: sidewalks that end abruptly, sidewalks that have been closed, sidewalk that are broken, missing from one side or both sides of the street.

"[This is a] busy street with no sidewalk between two schools."

#### Uncomfortable places to walk

Many of the locations identified as uncomfortable places to walk were along major arterial streets outside of downtown. Many of them were multi-lane roadways within industrial areas with truck traffic and other heavy vehicle traffic, numerous wide driveway cuts, limited sidewalks, without buffers or street trees such as N Broadway Street. Participants identified locations within Wichita which are the most uncomfortable to pedestrians, not necessarily where they walk or can walk. Of the 16 identified, four were along roadway crossing I-15 such as E Lincoln St between S Hydraulic St and George Washington Drive. One participant called out the intersection of N Central Ave and N Maize Rd.

#### Locations where off-street connections are needed

There were only four recommendations for pedestrian connections in areas not adjacent to streets, two of which were bicycle lane request. Suggestion for off street connection was to create a non-motorized connection along W 21<sup>st</sup> St N spanning the Wichita Valleycenter Floodway.

#### Places to walk to and from

There were nearly fifty responses to this question. Approximately 92 percent of the locations that participants identified were north of Kellogg (US-54) and the majority of those locations were within downtown. All but 9 locations were located on arterial streets. The locations identified were of the following types:

- Restaurants/bars/coffee shops
- Shopping
- · Businesses and work places
- Parks/Rec Centers
- Stadium
- Laundromat
- Churches
- Theatres
- Clinics
- Schools (including University)
- Transit center

#### Places I'd like to walk to but can't

Participants identified several locations that were difficult or not feasible to walk to. There were no comments available to describe why people could not access these locations. However, by reviewing the locations it appears that most were likely identified because they are inaccessible by foot due to major roadways, inconsistencies in the street grid between arterials, large distances between signals, and/or absence of sidewalks etc. For example one participant identified several shopping centers within a mile section without low volume street connections. These shopping centers were adjacent to residential areas in the East Mt Vernon neighborhood. The same was true for shopping center along N Maize Rd.

#### Barriers to walking

Participants identified the barriers to walking in 3 categories: missing or damaged sidewalk, no comfortable street crossing opportunities and lack of wheel chair ramps. There were only 18 responses to this question.

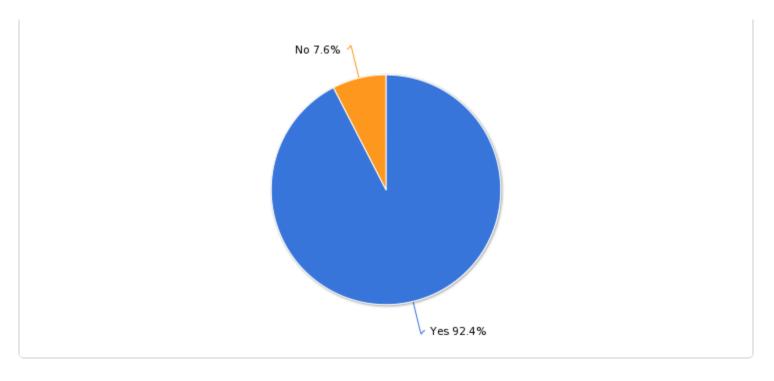
"Everyone in our neighborhood walks dogs and kids over to the park and middle school students go this way as well, it would be great to make it accessible and safe"

The information and comments collected through this process will be used to further refine and identify areas for improvement and treatments that can improve the walking environment in Wichita. The map comments are displayed on a series of maps on the following pages.

# **Wichita Pedestrian Master Plan Survey Report with Comments**

Total Responses: 173

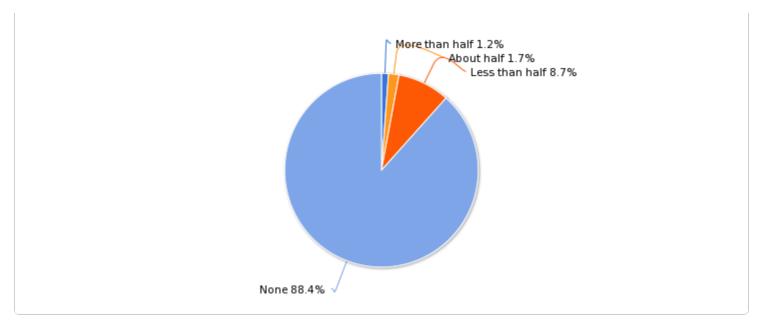
# 1. Do you walk in Wichita along city streets and/or bike paths?



Value	Count	Percent
Yes	159	92.4%
No	13	7.6%

Statistics	
Total Responses	172

2. How many of your walking trips also include taking the bus? Select the answer that best represents the proportion of trips that involve both walking and taking the bus.



Value	Count	Percent
All	0	0.0%
More than half	2	1.2%
About half	3	1.7%
Less than half	15	8.7%
None	152	88.4%

Statistics	
Total Responses	172

3. Please rate the ease of walking in Wichita.

Management and the second seco	tage may have been competed. Besiety year computer, and then upon the life again. If the real exist agains, you may have to delete the image and then insert it again.		
1			
1			
1			
1			
1			
 1			

Value	Count	Percent
Excellent	5	2.9%
Good	37	21.5%
Fair	96	55.8%
Poor	33	19.2%
Don't know	1	0.6%

Statistics	
Total Responses	172

# 4. How often do you walk for each of the following purposes:

	Daily	More than once each week	Once a week	Once or twice a month	I don't make this kind of trip	Responses
I walk between home	4.6%	3.3%	2.6%	6.6%	82.8%	151
and work	7	5	4	10	125	
I walk between home	1.3%	2.0%	0.7%	2.6%	93.4%	152
and school	2	3	1	4	142	
I walk to get to and from	1.3%	2.0%	0.7%	9.3%	86.8%	151
the bus stop	2	3	1	14	131	
I walk to my car	68.9%	11.2%	2.5%	2.5%	14.9%	161
·	111	18	4	4	24	
I walk for leisure	24.1%	39.8%	11.4%	16.9%	7.8%	166
	40	66	19	28	13	
I walk to go shopping,	8.8%	18.2%	11.3%	24.5%	37.1%	159
run errands or	14	29	18	39	59	
entertainment						
I walk for exercise or	31.4%	39.1%	13.6%	10.1%	5.9%	169
personal fitness	53	66	23	17	10	
I walk to see	8.4%	13.6%	9.1%	22.7%	46.1%	154
friends/family	13	21	14	35	71	
Other (please specify in	8.1%	10.5%	4.7%	2.3%	74.4%	86
comment box):	7	9	4	2	64	

# Comments

Count	Response
1	I chase my kids around the house
1	I combine walking with bicycling to or from work most days each week.
1	I ride my bicycle for transportation most of the time I don't use the MTA buses
1	Irun
1	I run about every other day anywhere from 3-6 miles.
1	I try to visit several merchants in the Delano Shopping area each week.
1	I use a cane
1	I walk between church and home.
1	I walk between work and lunch, go grab a meal at a nearby restaurant.
1	I walk during Final Fridays downtown, to restaurants, galleries & shops.
1	I walk each weekday with a friend. Some days it is my only socialization!
1	I walk on the YMCA track.
1	I walk the dog
1	I walk to church once a week.
1	I work downtown, so I walk to lunch a lot or walk to meetings at other locations downtown.
1	I would do more of this if Wichita had the infrastructure to support it.
1	I would gladly walk to shop or run errands but my area is not multi-use like that.
1	I would like to take the bus more, but the system layout and timetable don't serve my needs.
1	Walk the dog.
1	Walk to events in the city: art openings, concerts, etc.
1	dog walking
1	i walk the dog twice a day.
1	unable to walk, but if I could I sure would
1	walk at work one to two miles a day
1	walk to play basketball at the YMCA
1	Public transportation including creating an environment that is conducive to walking is sorely needed here in Wichita.
1	** It should be said that if the bus system in Wichita was more reliable and efficient, I would gladly walk to and from the bus stop.
1	i would walk or ride my bike from home to shop or visit or maybe to work but we have no sidewalks or bike lanes from my home and it's too dangerous
1	I live in Riverside, so this is easy to do. Before, when I lived out at 147th and E Kellogg I couldn't walk anywhere but the neighbors' houses.
1	Once a week, I walk to the local donut shop. I don't walk much on the bike paths, but I bike a lot on them, as well as on the city streets. I also walk to various starting points when I run outside, which is usually once a week.
1	This is THE most unfriendly-to-pedestrians city which I have ever lived in! You just TRY getting safely from a sidewalk to a store entrance in Wichita!
1	I live in an area where there is no park for children within walking distance *unless* (and this is what everyone in
	the neighborhood with kids or a dog does) we cut through an empty lot to a path where the old RR tracks used
	to be (near 17th street between rock and woodlawn) and then you have to find the part of the fence that is *broken* (just big enough for one person to walk through) which takes us to the park/middle school. It's too bad
	my pleas for a neighborhood park are falling on deaf ears, I have sent out so many emails! This vacant lot
	doesn't get mowed often and the kids all walk home from school this way, it would be so nice to have a little park
	and a real path to get to the RR path and middle school/huge park near us. If we were to walk the way we are supposed to it takes 50 minutes to walk down Rock Rd and up 13th and much more dangerous for kids to walk
	up a busy streetthe shortcut takes 5 minutes from my house. I really hope someone can email me back about
	thisif the city could purchase that vacant lot, it would be so nice for our neighborhood! violinjudy@gmail.com
1	I walk everywhere because I don't have a car and don't need a bus (usually) and I hate the taxi companies in
	this town because they hate the customers.

5. What do you like best about walking in Wichita? Select all that apply.							
a digingul. Yan sempatar mag mel hana ana	weigh menting in spec to strapp of the bringer length has been consigled. Mostar year compared	alor and during at the Sungain of the sole of all against you may have the black the starge and during the	or I again.				

Value	Count	Percent
There are many sidewalks and paths that lead to my favorite destinations	40	25.8%
The conditions of the sidewalks are generally good	74	47.7%
The sidewalks and paths are nice places to be	43	27.7%
Walking is safe	42	27.1%
Intersections are easy to cross	37	23.9%
Drivers are respectful of pedestrians	24	15.5%
Other (please specify):	33	21.3%

Statistics				
Total Responses	155			

Open-Text Response Breakdown for "Other (please specify):"	Count
Left Blank	142
	1
Being outside - you can't just jump off when you get tired - you have to make it back home.	1
Fitness	1
Good exercise, and it's pleasant to enjoy the out of doors.	1
I like walking at WSU	1
I walk outside if I do not have time to go to the YMCA	1
It's pretty flat	1
No of these in Wichita	1
None of the above	1
None of these apply	1
None of these options apply to Wichita	1
Nothing	1
River paths are nice	1
The few sidewalks in my area are nice condition, not enough though	1

Open-Text Response Breakdown for "Other (please specify):"	Count
The grocery store is close. The sidewalks are usually horridwhen there ARE sidewalks.	1
The river path is my favorite about Wichita	1
WALKING FOR THE JOY OF WALKING	1
Walking is healthful	1
Walking is healthier for me and for the environment.	1
accessible crosswalks	1
attractive streets, parks and neighborhoods	1
good exercise	1
need to enforce j-walking laws	1
none of the above	1
none of the above	1
none of these are true.	1
nope	1
I love the paths of the east half of the city, tho' some areas need attention, BUT the paths don't really lead to anywhere, do they? It's just a nice way to get a 30-40 -mile bike ride for exercise. And some of those areas, I certainly wouldn't want to be WALKING after dusk. Many bike path intersections are NOT easy to cross, especially during rush hours.	1
Yeah, right on the sidewalks being in good shape and the drivers being respectful. Pa-lease! As if! But I haven't been killed yet so there's that.	1
Buildings provide shade in downtown. Suburban neighborhoods nice. i.e. Riverside with few sidewalks and outlying development with planned walks.	1
I said I don't walk and all of these questions ask about walking. This is a poor survey. I should skip to why I don't walk.	1

# 6. What makes walking in Wichita difficult or unpleasant for you? Please select up to 4 factors from the list in order of importance (1 being most important).

	Choice #1	Choice #2	Choice #3	Choice #4	Responses
Long distances between my destinations	52.9%	20.0%	12.9%	14.3%	70
(work, school, parks, shopping, etc.)	37	14	9	10	
Drivers not stopping for pedestrians in	33.3%	23.8%	23.8%	19.0%	42
crosswalks	14	10	10	8	
Drivers running red lights	23.1%	19.2%	23.1%	34.6%	26
	6	5	6	9	
Sidewalk gaps or no sidewalks	37.5%	27.3%	19.3%	15.9%	88
Ŭ .	33	24	17	14	
Sidewalk only on one side of the street	18.4%	34.2%	28.9%	18.4%	38
,	7	13	11	7	
Sidewalk are in disrepair or blocked by	29.7%	25.0%	26.6%	18.8%	64
plants, debris, sign posts, light posts, etc.	19	16	17	12	
Lack of signage or other information that	11.5%	19.2%	30.8%	38.5%	26
tells me where I am or where I am going	3	5	8	10	
Fast vehicle speeds	21.7%	8.7%	30.4%	39.1%	23
'	5	2	7	9	
I have mobility limitations (poor health, use	15.4%	0.0%	7.7%	76.9%	13
of wheelchair or other walking aid)	2	0	1	10	

Lack of facilities for people with disabilities (such as curb	10.5%	15.8%	21.1%	52.6%	19
ramps)					
Crossing the street at intersections with no traffic signals or	16.0%	40.0%	16.0%	28.0%	25
pedestrian signals	4	10	4	7	
Sidewalk is too close to the road	13.3%	13.3%			30
	4	4	10	12	
Poor walking connections to parks or trails	22.4%	28.6%	24.5%	24.5%	49
Land of Paratagona Constant and Landau Constant and Landau Constant	11	14	12	12	4.5
Lack of direct connections to my destinations (work, school,	31.1%	22.2%	24.4%	22.2%	45
parks, shopping, etc.) Inconvenient street crossings	14 <b>4.5%</b>	10 <b>22.7%</b>	11 <b>31.8%</b>	10 <b>40.9%</b>	22
inconvenient street crossings	<b>4.3</b> %	5	31.0% 7	<b>40.9%</b> 9	22
Motorists don't yield to pedestrians	32.8%	32.8%	19.0%	15.5%	58
Motoriolo don i yiola to podeotilano	19	19	11	9	
No street lighting or dim street lighting	21.6%	27.0%	16.2%	35.1%	37
	8	10	6	13	
Crossing wide intersections without enough time to get to the	25.7%	20.0%		20.0%	35
other side	9	7	12	7	
Unattractive/unappealing streets (no trees, large parking lots	32.5%	17.5%	17.5%	32.5%	40
along sidewalks, buildings)	13	7	7	13	
I like to drive	26.7%	13.3%	20.0%	40.0%	15
D. C.	4 40/	2	3	6	00
Driving is easy	<b>41.4%</b> 12	<b>20.7%</b>	<b>13.8%</b>	<b>24.1%</b> 7	29
I feel safer driving	20.0%	28.0%	20.0%	32.0%	25
Tieer Saler driving	<b>20.0</b> %	<b>20.0</b> %	<b>20.0</b> %	8	25
I worry about my personal security	20.0%	24.4%	28.9%	26.7%	45
1 Worry about my poroonal security	9	11	13	12	40
I don't find anything difficult or unpleasant about walking in	35.7%	35.7%	14.3%	14.3%	14
Wichita	5	5	2	2	
I don't feel safe from crime while walking	31.4%	17.1%	25.7%	25.7%	35
	11	6	9	9	
Other (please specify in comment box):	23.1%	15.4%	7.7%	53.8%	13
	3	2	1	7	

### Comments

Count	Response
1	Bicyclists on sidewalks traveling too fast
1	I always carry a firearm for protection because your never safe anywhere.
1	May streets don't have any sidewalks or walking paths at all
1	Need to enforce cars stopping before the crosswalks and intersections.
1	No sidewalks near my home!!! Have to walk in the street!!!
1	Painting wide, clear crosswalk stripes at major intersections would make me feel safer.
1	Plant more trees!!!
1	Question 8 isn't working right.
1	The city simply isn't designed for walking.

I am female and sometimes when I am walking minding my own business I get unwanted attention from males - panhandler, wanting to know what time it is and other things that seem fishy or if they were legitimate, why don't they approach another man instead of a woman about?! I like to walk early in the morning (5:00 -6:00 A.M.) When walking alone, it is somewhat unsettling with the 1 amount of robberies and assaults taking place. The sidewalks on Douglas need to be extended east of Oliver to make walking more pleasant for me and 1 1 LOL. Too many choices, hard to pick just 4. I live in Bel Aire, the whole town is one big sidewalk gap. People let their bushes grow over the sidewalks so you are forced to walk in the grass or street. Also my 1 third reply would be that in many places there are no sidewalks. Our weekday walks are on a golf course--that is, since there are few sidewalks, we'd otherwise be walking 1 IN the streets. 1 Dogs not on a leash; owners letting dogs run loose when their close by; invisible fences, which may or may not be on; stray dogs. We need LOTS of signs along our multi use paths .. we have 40 miles of paths but the public is unaware of 1 them:( It is especially difficult to cross the major roads crossing the 17th St corridor, sidewalk or not... 1 For the cost of improving one street in Wichita, I feel like we could get far more done to provide signs for 1 walking paths, plant trees along them, and add missing lights and benches. 1 I enjoy walking in my area of Wichita (NW). The most unpleasant thing about it is that drivers are sometimes totally unaware of pedestrians--they don't consider that there might be a pedestrian in a crosswalk, or they are downright disrespectful to pedestrians--they see me but turn in front of my anyway. So sad! Sometimes individual stretches of sidewalk are dangerous due to homeowner neglect but not 1 Sometimes, tree limbs are hanging down too low over the sidewalk, and sprinklers keep water standing in low spots. I work downtown. I would like to walk for lunch, there is a lack of food options and too many homeless 1 people. Most are fine but some are off their medication and can be dangerous. 1 I would like to walk more downtown but don't feel safe due to all of the people who loiter. I do feel safe in my neighborhood. 1 It's the distance and time necessary for walking to shopping and work that kill it as a viable option. Biking possible rarely. HOA parks in developments are nice to walk to. NEED safer cross lot walking in commercial areas to promote walking in shopping areas. Refuge isle would be nice on wide suburban I am a 25 year old female, only 5'2". I have been harassed walking in several different areas of Wichita. I 1 don't have anyone to walk with, I'm introverted, and parks are often really busy or kind of scary. I went to Cypress Park by Fire Station 9/Police Station, I had not been there in a long time apparently. The trail I remember was gone. The equipment was in ruins. It was kind of sad. If I was rich I would donate my money to making Wichita a safe and healthy place to live. Fingers crossed, I will be rich one day. 1 Drivers are inattentive to pedestrians. Very little shade during hot months along sidewalks. Everything is spread out in the city, so walking to destinations is mostly unfeasible. Need sidewalks on ridge between 37th N and 21st street. Need extension sidewalk on Tyler and 37th N 1

street in front of Maize South.

1

i walk daily while in town during lunch or breaks from work, as i've mentioned before, my neighborhood has

no sidwalks or bike paths, so my answers will reflect my walking during the work days breaks.

7. Do	7. Do you feel safe walking in Wichita?				
ments digital the complet day solves among mentry to get the rings, it the rings the lace complet flavoryer	respiral, and then sign to the sign of the soft of algority, you hapken to date for large and that send again.				

Value	Count	Percent
Very safe	14	8.1%
Safe	69	40.1%
Somewhat safe	82	47.7%
Not safe at all	7	4.1%

Statistics	
Total Responses	172

# 8. What would improve walking in Wichita? Please select your top 3 choices.

Value	Count	Percent
More visible crosswalks	17	13.6%
Better pedestrian signals	4	3.2%
Curb ramp on every corner where there are sidewalks	15	12.0%
Wider sidewalks	20	16.0%
Repair broken sidewalks	28	22.4%
Better lighting	19	15.2%
Sidewalks on at least on side of most streets	34	27.2%
Better speed enforcement for motorists	10	8.0%
Better maintenance to keep sidewalks free of plants and debris	4	3.2%
Education motorists and police officers about pedestrians' rights and the definition of a crosswalk	18	14.4%
Other	71	56.8%

Statistics	
Total Responses	125

Open-Text Response Breakdown for "Other"	Count
Left Blank	103
"Other" is the only choice. Safety	1
Better bus service throughout Wichita with longer hours	1
Better dog control	1

Open-Text Response Breakdown for "Other"	Count
Better lighting and more, wide sidewalks.	1
Better lite paths, more connections and destination signage	1
Better sidewalks	1
Clearing some brush from the river trails near McLean and sim park	1
Connecting existing trails and building new ones	1
Eliminate or slow bicycles if on sidewalk	1
Fix cracked and shifted sidewalks	1
I don't know	1
I would like to see more lighting along the bike paths	1
Making downtown safer and giving the homeless somewhere to go during the day.	1
More attractive and better connections to destinations	1
More bike/walk trails	1
More coverage far west	1
More good people out on foot and more police presence in parks.	1
More lighting.	1
More paths and connections to public areas.	1
More ped/bike paths.	1
More shaded sidewalks	1
More sidewalks (thinking of Edgemoor Park area in particular); more driver awareness of walkers	1
More sidewalks on the very far northwest side of town	1
More sidewalks, and sidewalks in decent repair.	1
More sidewalks, better lighting, and more things close to each other	1
More signage making drivers aware of pedestrians	1
More street lights- Emergency phones installed at increments on paths- better sidewalks	1
Need sidewalks in neighborhoods.	1
Overgrown trees.	1
Redbud rail trail needs to be paved and maintained from Hillside to 127th St E	1
Repair sidewalks, connect sidewalks on both sides of street!!!	1
Repairs to broken sidewalks, and lighting.	1
Sidewalks	1
Stop encouraging sprawl.	1
To have more, connected paths through all parts of Wichita.	1
Trees, more paths	1
Umthere's only one option?	1
We need sidewalks	1
Where are the choices? Sidewalk repair	1
better street marking	1
better walking paths and sidewalks	1
didn't see choices on #8	<del>.</del> 1
homeowners keeping bushes trimmed away from the sidewalks.	<del>.</del> 1
lighting	1
lights.	1
	1
more lights more sidewalks	
	4
more sidewalks, better lightning, emergency phones	1
safer places to walk like nice parks or walking paths	1
see below	1
sidewalks in older neighborhoods tend to be unusable to elderly and disabled.	1
sidewalks or "complete streets"	1
walking trails	1
Public awareness campaigns that it is not gentlemanly for men to bother women on the street; increased police patrols	1
Improve the Trails and Paths in Wichita. We need to look at cities like Oklahoma City and their	1
improvements they've made to connecting the city and suburbs through trails and paths	
an overall atmosphere that supported walking - even in terms of outdoor shopping and business with outdoor patios. Both of these encourage foot traffic which statistically has shown to improve crime rates (ex.	1

Open-Text Response Breakdown for "Other"	Count
more people out walking = more likely to be seen if you try to commit a crime)	
better cross walk timing, statues regarding pedestrian crossing fines for motorists who do not stop, better	1
signage for walkers on pathways	
Make a distinction between older neighborhoods with maintenance and design issues of walks and	1
planning of newer developments to be walking friendly. Plan from there.	
This question says pick top 3 choices and only gives an other box, what are the choices? Again - poor	1
survey.	
Better signs for walkers and drivers; markings on streets and sidewalks; public service announcements	1
Trim the landscape for safety and access, repair sidewalks for safety and access. Not having sidewalks on	1
my each side of the street is a barrier.	
there are no choices in this category. creating more neighborhoods, i.e. Delano, Old Town, where there are	1
complete destinations/resources. improve PedXing signage/street markings to alert drivers. dont know what	
can be done, but i would never walk downtown as a woman alone-safety.	
drivers should be more courteous/attentive, better sidewalks, more public transportation to make longer	1
distances reachable without a car	
Having walkable sidewalks in all areas. Often when there's construction there is simply no way to get from	1
one place to another on foot.	
sidewalks not built right onto the street- i feel safer with a shoulder/grassy area between sidewalk and street	1
I think better signage would be great, as well as more mileage or connections for paths and bike lanes on	1
main roads to get to and from paths and parks.	
Do not pile snow at the ends of sidewalks PLEASE! Also if it's in the budget buy a few of those little	1
sidewalk snowplows. Buy a BUNCH!	

	9. Do you have school age children and, if so, would you support programs to encourage them to walk to school?		
III the integration in deployer that computer may write	through a control and the grant and a control and the grant through a control and the grant through a control and		

Value	Count	Percent
No I don't have school age children	134	79.3%
I have school age children and support programs to encourage them to walk to school	30	17.8%
I have school age children and do not support programs to encourage them to walk to school	5	3.0%

Statistics	
Total Responses	169

,	10. What are the barriers to your child walking to school?				
ar the allegenged. More computed study that these arranges manning the specific language are	a thingg ng han lann angul Bhilir par angul, an lite gan thi lagan. Fit i all all gam, yan ng han ha	to the larger and than hand a span.			

Value	Count	Percent
Distance	28	43.8%
Time	13	20.3%
Amount of traffic	21	32.8%
Driving convenience	4	6.3%
Extracurricular actives	4	6.3%
Lack of crossing guards	6	9.4%
Lack of adults to walk with	13	20.3%
Speed of traffic	17	26.6%
Intersection safety	18	28.1%
Crime	12	18.8%
Weather	15	23.4%
Walking conditions i.e. lack of sidewalks	18	28.1%
Other	18	28.1%

Statistics	
Total Responses	64

Open-Text Response Breakdown for "Other"	Count
Left Blank	155
CHILDREN ARE NOT ENCOURAGED TO WALK TO SCHOOL	1
I don't have school age children	1
I would NEVER let my child walk to school. That is not safe anywhere.	1
If I had children, I'd support encouraging programs, but again, more sidewalks as well	1
N/A	2
No Children	1

Open-Text Response Breakdown for "Other"	Count
No child.	1
School Board seems determined to put all the schools in the middle of nowhere.	1
concerns for the age of children	1
no children	2
no kids at home anymore	1
no school age children	1
young daughter no protection	1
My kids walk to school every day, even in the winter, unless it is VERY cold, and have been walking to school ever since the school has allowed them to walk, They would have walked at a younger age, but the school wouldn't let them. Walking back and forth to school has taught my kids to be more self sufficient. My kids are at the top of their class in grades, attendance and sports, and I think a lot of their success comes from walking to school	1
If we took all the money that we put into running and maintaining school buildings and put it into a fund to give every child Internet access at home (or small neighborhood computer rooms for those who either have no supervision at home or don't have the self control to study on their own) then it would be better.  Teachers would be the only ones who had to go to a "school" (which would be actually a bunch of studios with a camera and multi-media tools)	1
I have a neighborhood of children that have to walk in the street to get to school from Seneca to Meridian on 45th st.so.	1

## 11. What is your gender?



Value	Count	Percent
Male	73	43.5%
Female	95	56.6%

Statistics	
Total Responses	168

# 12. What is your age by category?

Value	Count	Percent

Value	Count	Percent
0-14	0	0.0%
15-24	8	4.8%
25-49	94	56.0%
50-64	57	33.9%
65 and over	9	5.4%

	Statistics
Total Responses	168
Sum	5,905.0
Avg.	35.1
StdDev	14.1
Max	65.0

13. Do you have a disability that affects the amount you walk or the route you take?

<b>6</b>	not still amon, so no hou to dain for hou and he hour Lank.	
The rinding control to displayers have compared ring that have except finalling to open the except, or the except ring have been consequent account past compared, and their equal to true appears or the except finalline.	я те ведини, ум под том том во ветор изглетителен в прек	
Value	Count	Percent
Yes	14	8.2%

Value	Count	Percent
Yes	14	8.2%
No	156	91.8%

Statistics	
Total Responses	170

## 14. Zip code

Count	Response	
1	55418	
2	67002	
1	67101	
1	67147	
1	67201	
12	67202	
17	67203	
4	67204	
12	67205	
11	67206	
5	67207	
9	67208	
4	67209	
1	67210	
2	67211	
15	67212	
4	67213	
5	67214	
1	67215	
4	67216	
4	67217	
22	67218	
2	67219	
7	67220	
1	67221	
6	67226	
5	67230	
10	67235	
1	67037	

15. Would you like to receive City of Wichita updates and information related to walking and bicycling in Wichita? If yes, please provide your email address:

Responses not included.

# 16. Do you have additional comments on the planning process or walking in Wichita?

Count	Response
234	
1	Glad this is getting donethere is plenty of room for major improvements
1	Looking forward to improvements and the possibility of more bike paths
1	More street lights and sidewalks I in northwest Wichita please. 37 and ridge
1	Need a sidewalk on 37th between Woodlawn and Oliver. Then I could walk to Dillons, and would.
1	No
1	Plant more trees
1	Please move everyone downtown, ban Wal-Mart, and burn the suburbs. Thank you.
1	Q8 did not have any choices?
1	Question 8 shows no choices.
1	The commercial areas are too far away from the residential areas.
1	Would love to see the master plan incorporated with other recreational activities, parks, etc.
1	drivers generally don't care about pedestrians
1	my pert peeve is people walking against lights and j-walking////
1	walking path needed from Pawnee to kellogg on east bank of river.
1	This may be beyond the scope of this master plan, but I would really like to see recycling bins along the major walking trails/paths.
1	The bike/walking paths that follow along the river are great. It can be difficult to get from the west side of 135 to the east, there are two walking bridges that go over but have found it the most difficult part of traveling Wichita paths.
1	I wish Wichita would take more pride in the aesthetics. It seems like they're trying to, but the public spaces get mowed rarely, no trees are planted for shade and appeal. Walking just highlights the "ugliness" of portions of the city.
1	My area of town has many new sidewalks and bike paths in generally good shape. Thank you! Sometimes I don't feel safe at intersections and I feel that I have to be hyper vigilant at the intersections because of inattentive or rude motoristsI will always be on the losing end and so I stand way back from the curb while waiting and I make eye contact with each driver or I don't go! Sometimes, even with eye contact, they turn right in front of me when I have the crosswalk OK sign. More education of motorists and enforcement of existing laws would be appreciated.
1	I read about the approval of paving the RR tracks to Woodlawn. Please stop! Barry C told me about the environmental concerns and pavement is the best option to address those, BUT there HAS to be another way. That trail all the way to Andover and beyond is like a little bit of country in the city. I can walk, run, bike on pavement anywhere, but at least this trail and Pawnee Prairie give a little reprieve from the traffic and noise. If you're gonna pave, then you MUST put lights at every intersection along that trail, or build elevated sidewalks. Keep the cement away, and pave sidewalks in the neighborhoods
1	Question #8 is not working right. We need to have an education campaign for drivers to know where to stop. Many stop across the cross walk as its marked only by the bricks. Stop, look, proceed.
1	Community walkability is a difficult planning topic for Wichita. Due to suburban sprawl it seems appropriate to plan for walking on a neighborhood basis versus long distance connections across the City. Make interconnections easy within neighborhoods. Require access from neighborhoods to street corner businesses. It is a tragedy that commercial development has been walled off from neighborhoods over the years as suburban sprawl progressed. Separation of most land uses makes sense, but having no access is the tragedy.

- Better sidewalks, brighter lights and cops riding and patrolling in these. http://www.organictransit.com/ and tell them I recommended them so that maybe they will send me a free one!

  Walking in Wichita is often viewed as an activity that only people who don't have cars do. As a female walking in Wichita, I'd say that at least once per walking journey, a male in a car either yells comments at
  - walking in Wichita is often viewed as an activity that only people who don't have cars do. As a female walking in Wichita, I'd say that at least once per walking journey, a male in a car either yells comments at me or offers me a ride. Improving the walking paths and the consistency of the paths would make walking more "normal" and walkers less of a target for motorists. FWIW, the lack of sidewalks on Hillside from Central to WSU is a big problem. Pedestrians and bicyclists have to share one poorly maintained sidewalk, on only one side of the street.
- I like to walk at Sedgwick county park and Chisholm trail park because they are very well used which makes me feel safe. Those parks are a long way from where I live so I don't do this as often as I would like.
- One of the biggest barriers I face when walking (or biking) to and from work, school, and home is the intersection at McLean and Seneca. When crossing heading south from the west side of the bridge to the little triangle median to the cross walk, it is difficult to see cars that are turning west. They have a yield and a turning lane so they don't have to stop at the light; this makes it difficult to cross there especially because it is hard for me to see them and for them to see me. This is also due to the location of the crossing section on the curve. I'm excited to see this survey, though. I would love to see more Wichita residents walking, jogging, or biking!
- The think the Bike/Walk Master Plan is GREAT and look forward to many positive changes that will make walking and biking in Wichita accessible and safe.
- This city has such charming old neighborhoods and such wonderful street trees. We also have air pollution problems and enormous upkeep for the roads. We need to encourage everyone to walk, and it has to be convenient in order to get people to participate. And yanno what, come winter the snow plows need to NOT make it impossible to cross the streets. I wish every city official had to spend a week, just one week, without a car. Boy HOWDY I bet changes would happen fast.
- 1 Drivers are the biggest problem for walkers. Lacking a crossing light, they typically ignore me unless I step out into the street. At the lights, they often run right through them.
- Many cities have made outdoor shopping areas very walkable. I miss that and wish Wichita had nicer/upscale shopping areas. Delano just doesn't cut it for me. And Bradley Fair is a serious joke.
- Most major cities have good public transportation such as buses or minivans throughout the metro area. Then, people walk to the bus stop knowing they will be able to get where they need to go without long waits and walk to their final destination. Once public transport is more timely and accessible, more people will walk instead of drive a car.
- I applaud the Mayor and City Council for funding this planning process. There are a host of good reasons for our citizens to get outside and walk or bike [community health, environmental health, obesity, etc, etc.]. Having good infrastructure will encourage citizens to get outside and attract new folks to our area. It has a definite, positive, economic, impact. Keep up the good work!
- We would really do more with more. I think the city's residents would support it with participation especially if the COW and local commercial developers supported the effort with local and neighborhood events, retail establishments and public spaces (parks, restrooms, shopping, trash cans, water fountains, gardens, places to gather, etc.). since Wichita weather only supports partial year involvement, it's crucial to have activities, events and organized encouragement to get people to use it and spread the word.
- 1 I don't really have a good idea of how to find walking paths and how they might connect to bicycle paths.
- 1 Connect all sidewalks to the downtown Veterans Park and make/mark additional crosswalks to that park. Disgusting that you cannot walk from City Hall to that Park with complete sidewalks and it crosses a lot of busy streets!!
- I love the pathways here but none of them connect together, if so there is no signage to direct you. I'm also very displeased with the lack of bike lanes here for such a progressive city. The bike lanes we do have are not maintained and cars park there regularly. What's the point in even having them?
- 1 In my neighborhood, walking is easy and fun. I walk my dogs every evening, and yes, I pick up after them.
- I feel Wichita has great walking/bike paths for those who like to use them. As always, it is the individual who is responsible for their own safety, the Police cannot be everywhere and a lot could happen by the time Police arrive.
- 1 Downtown is still pretty tricky: there's too many parking lots and not enough storefront retail. In general, there aren't enough people on the street.
- 1 Although this is a walking survey, I bike more than I walk. I would like to see a system which encompasses the entire city of wichita. Not just hit and miss.
- The city is so spread out. At least making it easier to walk within the different sections of the city would be nice (east side, downtown, west side).
- A frightening number of Wichita vehicles at a stop light will continue past the white crosswalk stripe and stop on the crosswalk. Many vehicles continue to creep forward over the crosswalk while the light is red.

	This blinds the view of any traffic wishing to safely turn right on red, as well as endangers pedestrians by compromising situational awareness of all other intersection traffic.
1	I rent so I have some flexibility in picking up and moving more easily. I definitely consider the outside environment - walking/running safely when considering a neighborhood, and not just the aesthetics of a home.
1	Please add a sidewalk north of 29th on Ridge Road. This would connect 100's to Sedgwick County Park and Maize South Elementary, Middle School and High School.
1	This survey should have been in two parts - walking in your neighborhood and walking in the area of work. I would have answered differently if I knew which you were asking about. I walk in my neighborhood and feel safe. I would like to walk around downtown at lunch and on breaks for exercise and fresh air and sunshine. I do not feel safe downtown even in the day. There are too many people just hanging out living on the corners who do not have access to medication. They ask for things as you walk by. This can be dangerous - if you even look the wrong way they start yelling at you.
1	The sudden lack of sidewalks in areas places walkers in yards or in the street. Edgemoore South of Central is a prime example. Oliver South of 21. Woodlawn on the East side South of 16th. You have to be in good shape to cross street in the Pedestrian time. Woodlawn is a sprint and still the light changes. Right turn on red is dangerous for pedestrians.
1	I LOVE the 17th st corridor UNPAVED. I can walk on hardtop anywhere, but the RR tracks feel like a nature trail (especially before the mowers got to it a few weeks ago-way overgrown!) and that I'm out in the country, if only for a mile before the next major road. I ask any/everyone I meet what they think, and they agree. I can't see that commuters or road cyclists or families out walking/biking would use the path to specifically get from one place to another without traffic lights. Can you imagine stopping traffic at Oliver, Woodlawn, and Rock, especially? And 13th and Roosevelt, UGH?! PLEASE don't pave anymore, but mow a little more often.
1	dont forget that our area are taxpayers too and we would love to be linked into the bicycling/sidewalk network.
1	I feel the more areas are encouraged to be inhabited by businesses/patrons, the better the area will be policed. Improves safety in walking/biking. Also, the west side has been ignored in terms of walkability, businesses being easy to access on foot. I have no sidewalks anywhere in my neighborhood, so must walk on the streets as traffic passes by. Not pleasant, so don't do it very often.
1	Some paths have grass & weeds growing on and across them. Some need resurfaced. We need to take care of what we have also.
1	There's often a lot of broken glass and trash where I'd prefer to walk. Most often when I'm walking I have my dog with me and it's a danger to her feet and health because she always wants to eat what others have dumped on the side of the road.
1	My family uses the sidewalks and bike paths every day and feel pretty comfortable walking in Wichita. Drivers are not as respectful towards pedestrians as they are in the coastal cities, (such as San Diego, Seattle and San Francisco) but the drivers are much more respectful than Detroit, St. Louis and Dallas. With a little public awareness, I think that driver's attitudes could improve even more. I think that the focus should be on walking / biking paths between WSU and other areas of interest (Downtown) and extending walking/biking paths from Derby/Andover/Goddard to the walk/bike path network that already exists in Wichita. There are quite a few people that commute by bicycle to Wichita from smaller outlying communities and even more that use these paths for walking/jogging. The apps MapMyRun (jogging) and MapMyRide (bicycling) have popular routes that everyone takes around Wichita, and the committee should look at these to see where people go. Wichita has seen some hard times in the last decade, but the Pedestrian Master Plan and the Bicycle Master Plan has improved the quality of life in Wichita drastically, as it is a healthy activity that anyone can enjoy free of charge. I was riding downtown the other day and saw that someone had written "god bless the bike path" with sidewalk chalk on the path down by the river I totally agree. Thanks for all your hard work.
1	I appreciate Wichita making it more convenient and encouraging folks to walk or bike by building better sidewalks and bike paths. I also notice more people using them than in the past years, more people
1	exercising which is great for Wichita!  Again, I think there should be more done to make lone women not feel like we have a bulls-eye on us for weird, creepy men to approach us and bother us when all we'd like to do is mind our own business. I know it would probably cost way more than is practical, but surely I'm not the only woman who has had problems with not being left alone while walking in this city.
4	I would like to see a connection between Sodawick County Park and the Nature Center out East. Then later

I would like to see a connection between Sedgwick County Park and the Nature Center out East. Then later connect South Lakes Park to the above mentioned Parks. Better bike and walking paths in Downtown and then buy up the property south of Downtown (So. of Kellogg) and create a Sedgwick County style park in South Central Downtown. Sort of like a Central park in South Central Wichita where a person can go from Old Town to the Skate Park to a big Central Park south of Downtown for riding bikes, walking and jogging.

	But if we could create a biking, running & walking triangle between the East Nature Center & South Lakes Park & Sedgwick Co. Oark - that would be cool.
1	There are several sidewalks that are blocked from driver's view by privacy fence. Drivers can not see around the fence unless they pull thru the crosswalk. I have witnessed many people almost get hit between Greenwich and Rock Road off of Pawnee due to this issue. Is it going to take someone getting killed before this is looked into?
1	Just got back from Nashville which is a beautiful city, but truly Wichita has them beat on walkability. Our bike paths and rails to trails sections are phenomenal! Keep up the work.
1	This survey could have been better. The directions for Question 6 are not very clear. Question 8 asks for your top 3 choices, yet only provides one box to check.
1	The city needs to get cars and bicycles to understand the principle of pedestrian right of way. I grew up in California and remember cars stopping until pedestrians were off of the roadway.

#### **Additional Public Comment Received**

Comments received from the Bike/Walk Wichita "petition of support" for the Pedestrian Master Plan Spring 2014

Spi	ring 2014
	Comments
	This is needed.
	We need to become more of a walking friendly community!
	Sidewalks needed on n. Ridge rd from 29th to 37th. Please connect me to maize south & sedg co park!
	Please add more sidewalks around Wichita!
	This place has potential. Give it the chance!
	Sidewalks & mixed-use planning is what Wichita needs! I love walking & riding my bike in ICT!
	Many foreign countries rely on walking and/or bicycling as their main modes of transportation. Americans suffer many problems from the inability to walk and ride more. Let's 'pave' the way for more people, our city, our communities, to be able to walk and ride. We'll all be better off as a result. Thank you.
	Connect up the already existing bike paths, and add some more! Repair the older paths, as well. Some are many decades old! More signage would help.
	As a physical education teacher for thirty-two years I definitely know the urgent need for all Kansans to be active. Even though I find most Kansans lazy and slothful, the opportunities should be there for those that choose to practice actively moving. Build more sidewalks, and actually pave some dirt streets.
	Great work! Yes, I agree!!
	This should also increase the number and quality of bike paths / lanes.
	Developing walkability is definitely the key to solve most of the society/neighborhood issues: health, criminal activities and safety, environment,
	I think this is vital for today's society.
	I support this plan! :)
	I want to live in a walkable neighborhood.
	I only wish the rest of the city were as walkable as my neighborhood! If I didn't have to work I would never need to drive. Big money and environmental savings!!
	Walkability is a big part of why my husband and I chose where we now live.

I support the Wichita Pedestrian Master Plan because we need to make Wichita an inviting City to live, work and play! In order to do this we must improve connectivity to our neighborhoods and businesses. In an economy such as ours, walking options would allow the viability of being mobile and staying connected not to

#### Comments

mention the positive health affects walking provides us all.

I support walking AND biking in the Wichita area!

Even though I do not live in Wichita, I think this plan is a great idea that I can support.

I live on the west side. More and more folks of all ages are out walking or riding bikes along our public streets and sidewalks. More middle school and high school kids walk in groups of 3-4, (not to do mischief, just to hang out) with friends, or ride their bikes to McCollum, Wilbur and Northwest schools. Elders are walking with a friend or pet, parents are pushing strollers as they jog/walk while their older children ride their small bikes along side. Some folks now sport backpacks and water bottles wearing work clothes as they bike or wait for city bus transportation to work sites.

What is particularly noticeable is that these people make eye contact with each other, smile, nod, sometimes speak to others they meet. In short - they CONNECT informally, and each of those connections makes my Westlink neighborhood that much stronger and more desireable to live in. Young families are flocking here to buy first/second homes as original residents pass on or move elsewhere. ALL WICHITANS DESERVE THESE QUALITY, LIFE SUSTAINING EXPERIENCENCES.

The time is right NOW! USD 259 school curricula, the medical community, churches, Girl Scouts, Boy Scouts, private clubs, you name it, all are encouraging constituents to get out and WALK, RIDE A BIKE for fun, walk/ride a bike to work, meet and greet others that live on your streets, and in your neighborhood. Its healthier in too many ways to list!

These voices carry the same message. Make some small changes in your lifestyle now. They will bring about BIG, positive changes in the aggregate. It's a WIN-WIN from the bottom up.

Local governments wield the most power (both politically and economically) to respond most efficiently and effectively as they grow stable, well-balanced, healthy communities for constituents. Mr. Layton and his city-planning team, I believe, understand and support concepts that motivate Wichitans to THRIVE, not merely survive.

Supporting this walking/biking piece in the City Transportation Plan is a no brainer: they know it and our City Council members do too in their-heart-of-hearts. Big money interests and narrow ideologies simply cannot whitewash this one away. Its an easy equation. They make more money when workers are healthier and tax bases reduced. Monies that aren't diverted to propping up sick, alienated neighborhoods will used to build stronger businesses and infrastructure. TA-DAAA!!

We need to get out and walk or bike our city, and appreciate the lovely place that we live, as well as each other!

My wife and I try to walk 30 minutes every day. Our neighborhood is easy to walk in, even though it doesn't have many sidewalks.

Please bring this plan to fruition. Walking must be a large part of any city's transportation priorities

I am a big believer in keeping active by exercising. People of all ages can benefit by having safe walkways.

West Central construction west of 119th now includes sidewalks which holds walkers that used to walk in the road, children walking from Elizabeth Ann Seton and it is so welcome to have safe walking area. Sunday the walks were filled with owners with dogs, walkers and children.

I can think of no other thing that makes me feel more alive than walking around ANYWHERE!

#### **Comments**

My husband and I are avid road cyclists for exercise and recreation. I also use my bike for errands when possible. It feels more dangerous to ride on the sidewalks even when they are designed wider for cycling because drivers do not anticipate cyclists on the walkways. Plus, walkers feel intimidated by cyclists on the sidewalks and have to move off to allow passage. Bike lanes on streets would be much more welcome. Just a line on the street makes me feel safer, provides guidance for drivers.

A big part of what I like to do when I visit other cities and countries is to take long walks through neighborhoods. It gives me a taste of the community I would not get simply from visiting tourist areas. That is what I would like to make available to visitors to as well as residents of my adopted city of Wichita. Having walkways throughout the city would improve health, beautify the city, positively affect tourism, and bring new business to the Wichita area.

# Appendix B: Policies and Practices

The City of Wichita has many different policies, practices and procedures that have a direct impact on the safety and quality of the pedestrian environment. The level to which these activities either help or hinder pedestrian travel depends on many different factors, including: the strength of the original policy; the authority of government agencies to enforce the policies; the plan review process; the coordination between different departments and agencies; and the amount of resources available to ensure that policies are enforced. Local transportation planning and design documents were reviewed to determine these factors and outline the existing planning and design context. This document is a summary of that review, done as part of the Wichita Pedestrian Master Plan process.

## **Applicable Local Plans and Guidelines**

#### Laws

Issuing Agency/Organization: City of Wichita

Level of Authority: Ordinance

Source: http://library.municode.com/index.aspx?clientId=14166

Wichita Municipal Code of Ordinances contains provisions for pedestrians including traffic regulations and ordinances that influence the design, operation and maintenance of the pedestrian realm. Chapter 11.44 contains laws that pertain to pedestrian street crossings and sidewalk use. Chapter 11.20.120 authorizes the city traffic engineer to make decisions about the implementation of traffic control devices including signals, marked crosswalks and pedestrian crossing islands. Chapter 10.16 outlines driveway and curb cut requirements including curb radii, and the design, number and width of driveways allowances per parcel. Chapter 10.04 contains the laws regarding sidewalk snow removal in the downtown business area. Street yard planting regulations are outlined in Chapter 10.32.

The following table lists some of the ordinances relevant to pedestrians and pedestrian zone:

Chapter	Section	Text
10.12 Sidewalk	10.12.080. Width required of	All public sidewalks constructed under the
Construction	sidewalks; exceptions.	provisions of this chapter must be five feet in
		width, unless all sidewalks already built in
		that particular block are four feet in width, or
		unless otherwise ordered by the city council
		and/or the city engineer of the city.
	10.12.090. Widening of	All sidewalks now built which are already four
	existing sidewalks.	feet in width may be widened at any time by
		the city council of the city.

Chapter	Section	Text
	10.12.100. Location and grade	All sidewalks shall be constructed at the
	of sidewalks.	location and grade established by the city
		engineer.
	10.12.110. Inspection of	Every contractor or other person constructing
	work—Notice to city engineer;	public sidewalks, wheelchair ramps, curbs or
	acceptance or refusal.	gutters or private drive approaches shall
		notify the city engineer when the work is ready for inspection so as to give the city
		engineer ample time to make the inspection
		before the concrete is placed. If upon
		investigation and inspection by the city
		engineer, or his agent, he finds that the
		public sidewalk, wheelchair ramp, curb,
		gutter or drive approach is not according to
		the specifications provided for in the
		construction of such sidewalk, curb, gutter or
		drive approach, he may refuse to accept and
		approve the work and require that any errors
		in the construction be corrected at once and
	10.12.140 Day 1111	before the acceptance of the work.
	10.12.140 Requiring new sidewalks to be built, by	The city council may, by resolution passed at any meeting, require the building of any new
	resolution after petition	sidewalk upon the signing of a petition by a
	resolution after petition	majority of resident owners or by owners
		representing fifty-one percent or more of the
		area of the improvement district.
	10.12.150 Same, resolution to	The resolution referred to in the preceding
	specify kind, width, length of	section shall specify the kind, the width and
	time allowed etc.	the length of the sidewalk to be built. It shall
		also designate a time in which the sidewalk
		shall be built which shall not be later than
		thirty days after the passage of such
	10.12.160 Same muhlimation	resolution.
	10.12.160 Same, publication of resolution; notice	Immediately upon the passage of the
	or resolution, notice	resolution by the city council ordering the sidewalk to be built, it shall be the duty of the
		city clerk to cause the publication of such
		resolution together with a notice stating the
		names of the streets upon which sidewalks
		are to be constructed, which resolution and
		notice shall be published in the official city
		paper as provided by law.

Chapter	Section	Text
	10.12.170. Same—Duty of	It shall be the duty of the owner of any
	abutting owner to build in	property abutting a sidewalk ordered to be
	accordance with resolution	built, to build such sidewalk in accordance
		with the resolution and notice as provided for
		in the preceding section.
	10.12.180. Same—Failure of	If the sidewalk is not constructed as required
	owner to construct after	by the preceding section, within thirty days,
	notice; estimate of cost to be	unless a longer time is granted by the city
	made; work to be let by	council, then the city council shall order such
	contract to lowest bidder;	sidewalk to be constructed as hereinafter
	costs.	prescribed. An estimate of the cost thereof
		shall first be made under oath by the city
		engineer and submitted to the city council.
		Sealed proposals for the construction of such
		sidewalks shall be invited by the city clerk by
		an advertisement published in the official city
		paper. The city council shall let the work by
		contract to the lowest bidder, if the bid is
		within the estimate.
		The cost of constructing such sidewalk shall
		be assessed against the owner of the
		abutting property and the assessment levied
		against such property as provided by law.
	10.12.190. Same—	The city council may at any time, by
	Condemnation of existing	resolution, condemn any portion of any
	sidewalks; construction of	sidewalk whenever in its judgment it shall be
	new sidewalks.	deemed necessary and provide for the
		construction of a new sidewalk in accordance
		with the provisions of this chapter. The city
		council and/or the city engineer may provide
		for the removal of a sidewalk without
		providing for any new sidewalk in its stead.
10.16	10.16.070 Maximum width of	No driveway approach shall exceed thirty feet
Driveways and	approaches, exception	in width as measured along the outside
Curb cuts		sidewalk line; provided, that on streets
		marked as permanent state or federal
		highway routes, a driveway approach may be
		constructed with a maximum width of forty
	10.16.080 Curb parking spaces	feet upon approval of the city engineer.
	10.16.080 Curb-parking spaces	Where more than one driveway approach on
	between approaches	a street front serves a single parcel of land,
		there shall be at least one curb-parking space
		between driveway approaches.

Chapter	Section	Text
	10.16.090 sides, edges or	The sides, edges or curbs of driveway
	curbs should be at right angles	approaches shall be at right angles to the
	to street curb	street curb.
	10.16.100 Maximum width of	For the purpose of constructing a driveway
	curb cut	approach, no curb cut, opening or section
		broken out or removed shall exceed fifty-two
		feet.
	10.16.120 Distance between	No portion of a driveway approach, except
	driveway approach and	the curb return, shall be constructed within
	corner.	eighteen feet of a corner, and in no case
		closer than two feet to the property line
		extended.
	Sec. 10.16.130 Curb return	The radius of curvature of the curb return
	radius.	shall not exceed the distance between the
		curb and the outside sidewalk line.
Chapter 10.04	10.04.025 Removal of snow	The owners, occupants or persons in charge of
Streets and	in the downtown business	any lots or pieces of land located in the
sidewalks in	area.	downtown business area shall remove and clear the sidewalks that abut said property of all
general		accumulations of snow and ice. All accumulations
		of snow and/or ice from a storm shall be removed
		and cleared according to the following schedule:
		1.
		For days other than Sundays or holidays—
		a.
		If the storm ends on any day between eight a.m. and twelve noon, removal shall be accomplished
		by five p.m. of the same day.
		b.
		If the storm ends between 12:01 p.m. of one day
		and eight a.m. of the next day, removal shall be
		accomplished by the following twelve noon.
		2.
		For Sundays of holidays—
		a.  If the storm ends between twelve noon on a
		Saturday or a regular business day preceding a
		holiday and eight a.m. of the next regular business
		day, removal shall be accomplished by twelve
		noon of said next regular business day.
		For purposes of this section, the definition of a
		regular business day shall be every day of the
		week except Sundays and holidays.
	Sec. 10.04.040 Placing snow	The placing of snow from areaways, driveways or
	on streets and sidewalks.	other such areas on the sidewalk or in the
		traveled portion of the streets or alleys of the city,
		without removing the same immediately
		thereafter, is a misdemeanor.

Chapter	Section	Text
10.32 LANDSCAPING AND PARKING LOT SCREENING	10.32.030Required landscaped street yard.	<ul> <li>A. Minimum amounts of landscaped street yards for all land uses.</li> <li>B. Minimum number of trees within street yard.</li> <li>C. Design standards for landscaped street yards and required trees.</li> </ul>
	10.32.80 Maintenance.	A. The landowner is responsible for the maintenance of all landscaping materials (in the landscaped street yard) and shall keep them in a proper, neat and orderly appearance free from refuse and debris at all times.
11.44 Pedestrians	11.44.010-11.44.075	Below is a list of the relevant sections that apply to pedestrian travel: Subject to traffic control signals Congested areas Crossing streets at corners Crossing roadway at locations other than crosswalks Drivers to exercise due care Walking in the right half of crosswalk Walking on sidewalks required—Exceptions Pedestrians right-of-way on sidewalks Pedestrian must yield right-of-way to authorized emergency vehicles Blind pedestrian right-of-way Obedience of pedestrian to bridge and railroad signals required

### Wichita Parks, Recreation and Open Space Plan

Issuing Agency/Organization: City of Wichita/Sedgwick County

Level of Authority: Guidance document

Source: http://www.wichita.gov/Government/Departments/Planning/Pages/PROSPlan.aspx

Updates: N/A

The Wichita Parks, Recreation, and Open Space Plan is a guide for the provision of parks, open spaces, recreation opportunities, and paths/trails by the City of Wichita and Sedgwick County. The plan acknowledges both the need for well-connected recreational walking facilities within parks but also calls for high quality pedestrian facilities such as sidewalk, multi-use pathways, curb cuts, safety improvements at intersections and roadway crossings, and wayfinding to accommodate pedestrian access to parks. The plan recommends providing parks and neighborhood centers within walking distance of all city residences by acknowledging that walking is a low cost, recreational activity that is in high demand by Wichita residents. Data collected during the planning process highlighted the following:

- Most residents use trails and park pathways
- The most popular recreational activities include: walking for pleasure, dog walking and nature walks
- Residents want to be able to walk to Wichita Parks and want help finding their way to trails
- Residents want better trail connections across barriers

Among other recommendations the plan outlines partnerships and funding sources and strategies for maintenance and capital projects to reach the goals and priorities of the plan.

## Wichita Bicycle Master Plan

Issuing Agency/Organization: City of Wichita

Level of Authority: Guidance document

Source: <a href="http://www.wichita.gov/Government/Departments/Planning/Pages/Bicycle.aspx">http://www.wichita.gov/Government/Departments/Planning/Pages/Bicycle.aspx</a>

Updates: Every 4 years

The Wichita Bicycle Master Plan outlines the engineering, education, enforcement, encouragement and evaluation strategies to promote bicycling in the city of Wichita. The plan outlines a priority network of bicycle facilities. The plan also includes detailed design recommendations that accommodate both bicycle and pedestrians. The plan can be closely tied to the Pedestrian Master Plan when considering multimodal street improvements for both bicycles and pedestrians, improvements for bicycles are also often improvements for pedestrians.

Wichita Pedestrian Master Plan Appendix B: Policies and Practices The following strategies and actions relate to pedestrians:

Strategy	Action	Content	
1	4	Adopt a Routine Accommodation Policy	
3	4	Adopt a Complete Streets policy to implement	
4	-	Improve bicycle access to transit stops and stations	
10	1	Educate Wichita transportation system professionals and users about new	
		bicycle facility types, planning, design and bicycle related issues that may arise	
12	-	Support efforts to obtain funding for bicycle education and enforcement	
		programs	
13	-	Increase enforcement of bicyclist and motorist behavior to reduce bicycle and	
		motor vehicle crashes	
14	-	Work with school districts to develop collaborative partnerships to encourage	
		children to bike to school	
20		Adopt policies to ensure that the City's project planning and review processes	
		account for bicycle facilities	
23	-	Create a policy for reserving space for future bicycle facilities	
25	-	Fund projects through the Capital Improvement Program (CIP), annual programs	
		and grants	
26	-	Allocate staffing to implement this plan	

#### **Project Downtown: The Master Plan for Wichita**

Issuing Agency/Organization: City of Wichita Mayor's Office

Level of Authority: Guidance document

Source: http://www.wichita.gov/Government/Departments/Planning/Pages/Downtown.aspx

Updates: N/A

Project Downtown is the downtown master plan for the City of Wichita. It guides development, the provision of infrastructure and municipal services within downtown. The plan outlines a vision for downtown that enables people to live, work, shop, play, and learn within a short walk. One of the key goals of the plan is to support development that fosters walkable connections. Downtown streets are identified as walkable development focus areas with recreation overlays. The plan gives specific recommendations per downtown district (outlined below in table) and calls for better pedestrian street crossings, pedestrian maps, wayfinding signs, links across large blocks and more public art.

The public identified some of the challenges to downtown related to walking identified in the plan as:

- In need of vibrancy
- Automobile focused transportation and development patterns such as surface parking lots deter walking, biking and transit use
- The pedestrian environment does not support transit use

- Long blocks and one-way streets make for long walks particularly to access transit and key destinations
- Lack of bus stop amenities such as shelters, benches and signs makes it less appealing to use transit downtown

The plan also identities key items related to improving downtown for pedestrians:

- Make walking safe, easy, enjoyable
- Install high quality bus stops/stations
- Develop Douglas Ave and Main St corridors as transit preference streets
- Activate street-level storefronts along priority walkable streets
- Convert one-way streets to two-way streets to facilitate multimodal travel downtown
- Add pedestrian safety and comfort features
- Build green infrastructure into street design
- Redesign wide streets to improve the pedestrian environment
- Institute transportation demand management and improve walking, transit and biking options
- Add/improve pedestrian wayfinding signage and information to transit and parking.
- Target improvements to walkable development focus areas and active development projects and establish design guidelines for these areas
- Create complete streets with convenient transportation choices...greenery, beauty and storm water management

The plan also contains street and urban design guidelines for districts and corridors. Corridors are identified with modal priority i.e. transit balanced, pedestrian balanced, plaza streets etc. These street classifications deviate from the recommendations in the Metro Transportation Plan 2035 which recommends a complete streets or routine accommodation approach to street design. While the urban design guidelines, street furniture recommendations and material standards help to characterize each street, the street design guidelines and guidelines in the Pedestrian Master Plan should be consistent.

The plan provides specific recommendations at the district level. The key themes that relate to improving the pedestrian environment of each downtown district are included in the table below:

#### **District Framework**

District	Key Theme related to pedestrians
Arkansas River	<ul> <li>Reinforce the museum/river string of pearls destination district by improving walking and transit access</li> <li>Enable more recreation on and along the river by improving and adding pedestrian connections to the riverfront paths at 1<sup>st</sup> St, Douglas Ave etc.</li> </ul>
Douglas Corridor at Arkansas River/Delano and Core/Historic District	<ul> <li>Create continuous walkability with appropriate development and infrastructure</li> <li>Increase ground floor retail</li> <li>Focus transit service here</li> </ul>
Old Town	<ul> <li>Infill development to improve multimodal access</li> <li>Install a pedestrian signal at 1<sup>st</sup> and at Douglas along Mead St</li> <li>Encourage more retail along 1<sup>st</sup> St and 2<sup>nd</sup> street to improve the pedestrian environment.</li> </ul>
Old Town West	<ul> <li>Improve walkability and retail along St Francis to Douglas Ave and on 1<sup>st</sup> St along the Performing Arts District.</li> </ul>
Arena	<ul> <li>Arena Neighborhood Redevelopment Plan outlines specific recommendations</li> </ul>
Old Town South	<ul> <li>Create a transit hub at Union Station</li> <li>Make Waterman St and Washington Ave more walkable through urban design and streetscape improvements</li> </ul>
Commerce Street Arts	<ul> <li>Focus walkability and development on Lewis Ave, Emporia Ave and longer term along Broadway.</li> </ul>
Main Street Corridor	<ul> <li>Build on the significant employment base with a more walkable environment</li> <li>Main St becomes a transit corridor between Government Center, Douglas Corridor, Century II and WaterWalk</li> </ul>
Downtown Core	<ul> <li>Focus infill development around walking/transit corridors</li> <li>Prioritize infill development along Main, 1<sup>st</sup> and 2<sup>nd</sup> street corridors</li> <li>Celebrate historic buildings</li> </ul>
Century II-WaterWalk	<ul> <li>Create better access to the waterfront</li> <li>Introduce walkable street connections across superblocks</li> </ul>
Government Center	Improve connectivity to the rest of downtown along Main and Market Streets and Central Ave
Renaissance Square	Encourage walkable retail and riverfront connections to Via Christi hospital, Government Center and other institutions

#### Wichita Area Metropolitan Planning Organization Pathways Plan

Issuing Agency/Organization: Wichita Area Metropolitan Planning Organization

Level of Authority: Guidance document. Not prescriptive for policy or facility type.

Source: <a href="http://www.wampoks.org/IconMenu/Pathways.htm">http://www.wampoks.org/IconMenu/Pathways.htm</a>

Updates: periodically

The WAMPO Pathways Plan provides an assessment of existing bicycle/pedestrian facilities and identifies, prioritizes, and recommends future connecting links for bicycle/pedestrian use within the WAMPO planning area including the City of Wichita. The plan incorporates recommendations from the WAMPO Metropolitan Transportation Plan 2035. It also recommends the use of the AASHTO Guide for the Planning, Design and Operation of Pedestrian Facilities as the region's pedestrian guidelines and standards and calls out the accommodation of pedestrians in all public and private projects.

To further cater the AASHTO guidelines to the region, the plan structures recommendations by defining four pedestrian environments: intolerant, tolerant, supportive, and pedestrian places and provides specific guidelines and strategies for each environment (see table below).

The plan includes additional non-infrastructural recommendations. Benchmarks are established for monitoring mode split. The plan recommends conducting regional bicycle and pedestrian counts to track increase in volumes and crash rates. These guidelines and strategies; and the recommendations of the Wichita Pedestrian Master Plan, within the City of Wichita should be consistent.

Implementation of the strategies outlined in the plan and listed below is the responsibility of local jurisdictions. The plan call for strong advocacy from local and regional groups to help support the funding and implementation of the plan.

#### **Strategies**

Strategy	Pathways Plan Action/Recommendation	
STRATEGY #1:	1A. All streets shall have sidewalks to accommodate basic practical walking needs.	
Create no new	Create no new Local jurisdictions shall require new developments to provide sidewalks and the	
Pedestrian	shall work to complete missing sidewalk links in previously developed areas.	
Intolerant	1B. All intersections shall have delineated crosswalks to meet minimum Pedestrian	
Environments	Tolerant design guidelines.	
	1C. Legal pedestrian crossings shall be provided at distances no greater than 1,320	
	feet (1/4 mile) apart.	
	1D. All projects shall meet minimum requirements of the Americans with Disabilities	
	Act (ADA).	
STRATEGY #2:	2A. Future intersection improvements shall not be made to accommodate vehicular	
Strategically throughput at the expense of pedestrian safety or convenience. All new interse		
work to	retrofit projects shall include crossing treatments that follow Pedestrian Supportive	
improve	guidelines, as outlined in the chart on page 6-6.	
existing	2B. Throughout the region, the following geographical areas shall be designed to be	
Pedestrian	Pedestrian Supportive:	

Pathways Plan Action/Recommendation	
All primary pathway corridors where bicycles will be accommodated	
on-street, as identified in the WAMPO Regional Pathway System Plan;	
Designated school walking routes;	
Bus routes;	
<ul> <li>Throughout future mixed-use and transit oriented developments;</li> </ul>	
Within arterial street corridors near destinations such as parks, trail	
crossings/pathway system access points and commercial activity centers.	
2C. In Pedestrian Supportive environments, the roadway corridor shall serve multiple	
modes of transportation, including walking and transit. Maximum distance between	
pedestrian crossing opportunities shall be 528 feet (1/10 of a mile). Street crossing	
distances shall be shortened through use of smaller curb radii, curb extensions,	
medians, refuge islands, and/or right-turn slip lanes.	
2D. In Pedestrian Supportive environments, the pedestrian realm shall include 6' to 8'	
wide sidewalks, with walkways separated from the street by buffers, street tree	
planters, or furnishing zones at least 5' in width.	
2E. Additional measures such as pedestrian-friendly site development, school site	
planning and design, neighborhood traffic calming, and traffic management programs	
shall be considered within identified Pedestrian Supportive areas. Land use guidelines	
shall include mixed uses, reduced building setbacks, smaller parking areas, and	
improved pedestrian access.	
2F. Safe Routes to Schools shall be created that meet Pedestrian Supportive	
standards. (see document for specific recommendations for roadway corridors,	
school walking routes, crosswalks, traffic controls, traffic calming devices, multi-use	
pathways and land use	
3A. Throughout the region, the following select geographical areas shall be designed	
as Pedestrian Places:	
<ul> <li>Delano, Old Town, and the Water Walk/Arena neighborhoods within the City</li> </ul>	
of Wichita;	
<ul> <li>Downtown main streets of smaller communities</li> </ul>	
3B. Incentives shall be provided to guide development patterns to create distinct	
Pedestrian Places that attract significant numbers of people and provide	
opportunities for socialization, strolling, and lingering.	
3C. Within Downtown Wichita, the future mobility study shall consider pedestrian	
needs in the retrofit of one-way streets to two-way traffic movements. The study	
shall not only look at vehicular traffic flows, but also pedestrian crossing treatments,	
opportunities for on-street parking, sidewalk improvements, enhanced pedestrian	
connections to public parking and public transit service, and the	
pedestrian-friendliness of existing land use and proposed developments.	
3D. Pedestrian Places shall not be bisected with high-speed, multiple-lane arterial	
streets. Street right-of-way allocations shall be balanced and roadway design shall	
give priority to pedestrians. Additionally:	
Roadway Corridors through Pedestrian Places shall be designed to carry	
moderate traffic volumes (<15,000 ADT) at slower travel speeds (25-30 mph).	
On-street parking and/or bicycle lanes shall be provided;	
<ul> <li>Crosswalks should be of a high-visibility design, with texture, pattern, cold</li> </ul>	

Stratogy	Dathways Dlan Action/Posammandation	
Strategy	Pathways Plan Action/Recommendation	
	extensions. Crossing distances should be kept short by limiting pavement width (4 lanes max.) and using small curb radii (25' max.). Paired curb ramps shall be provided perpendicular to the curb face, aligning directly with the crosswalk;  • Block sizes shall be small, with frequent pedestrian crossings (every 330' feet	
	<ul> <li>or less) using pedestrian activated traffic signals; and</li> <li>Parallel on-street parking shall be encouraged as a means of traffic calming and a generator of additional pedestrian traffic. Where diagonal parking is provided, consideration should be given to back-in angle parking to improve safety by having doors and trunks open to sidewalks and drivers pull out head-first into traffic.</li> </ul>	
	3E. In Pedestrian Places, the pedestrian realm shall be built and maintained to the highest standards:	
	<ul> <li>A paved planter/furnishing zone shall separate walkways from the street and accommodate utilities, parking meters, passenger unloading, streetscape amenities and street trees planted within tree wells.</li> </ul>	
	<ul> <li>Sidewalks should be at least 8'wide to accommodate passing and pairs of pedestrians walking side-by-side. In Pedestrian Places, the overall sidewalk width may be 10'-30' wide to provide space for amenities plus an 8'-10' pedestrian clear zone.</li> </ul>	
	<ul> <li>The frontage zone in downtowns and mixed-use areas should not include landscape buffers separating pedestrians from stores, but instead sidewalks should extend to building faces. At least 2' of paved "shy distance" shall be provided away from the building walls to accommodate window shopping, sidewalk displays, outdoor dining, etc.</li> </ul>	
	<ul> <li>Amenities should include pedestrian furniture groupings, sculpture, drinking fountains, decorative fountains, and wayfinding signs. Lighting shall include overall street lighting, low-angle pedestrian street lamps, and additional light emitted from stores that line the street.</li> </ul>	
	3F. In Pedestrian Places, adjacent land uses must be designed around the pedestrian First-floor retail, a vibrant mix of uses, and at least three distinct, complimentary activities that appeal to a variety of age groups and located within walking distance ceach other are critical to create mixed-use settings that serve as Pedestrian Place destinations.	
	Buildings shall face the street, be placed at minimum setbacks or build-to lines, range from 3-5 stories high, and create a height to width ratio of 1:4 minimum and 1:1 maximum.	
	<ul> <li>Architectural Design shall include porous street frontages with frequent doors and windows, and use of awnings and arcades for shade and shelter. Blank stretches of wall shall not exceed 15 feet.</li> </ul>	
	<ul> <li>Parking in surface lots located in front of buildings will destroy Pedestrian Supportive and Pedestrian Place Environments. On street parking shall be provided on all block faces, combined with parking structures or internal block parking distributed throughout the district, to maintain the quality streetscapes necessary to attract high levels of pedestrian usage.</li> </ul>	
STRATEGY #4:	4A. Individual communities shall include a pedestrian accommodation checklist when	

Strategy	Pathways Plan Action/Recommendation	
Pay attention	reviewing development plans and proposed public infrastructure projects.	
to details that	4B. WAMPO shall require enhanced pedestrian safety, accessibility and usability in all	
impact	mpact projects that seek federal and state funding.	
pedestrians in	4C. The July 2004 AASHTO "Guide for the Planning, Design, and Operation of	
all public and	Pedestrian Facilities" shall be used as the region's pedestrian guidelines. AASHTO is	
private	currently updating this guide and, once approved, will be used as the standard.	
projects.		

In Chapter 6 this plan provides specific guidance for the design of facilities to accommodate pedestrians:

Crossing Treatment Guidelines				
	Pedestrian Tolerant Design	Pedestrian Supportive Design		
Marked Crossings	Crossings are typically marked, but legal crossing also exist at unmarked intersections.	Marked crosswalks should be required, particularly in the following locations:  > at all open legs of signalized intersections with adjoining sidewalks  > at all arterial intersections in Downtown and mixed-use centers, or when connecting to significant retail activity  > at multi-use trail crossings  > along school walking routes  > at or near important transit connections  > near housing for the elderly		
Spacing	Crossings shall be spaced a max. of 1320' apart. (1/4 mile)	Crossings shall be spaced a max. of 528' apart (1/10 mile) and a min. of 330' (traditional city block length)		
Crosswalk Pattern	Standard crosswalks (two parallel, horizontal lines)	Highly-visible Ladder Bar or Piano Bar crosswalks (with perpendicular bars spaced so that wheels of motor vehicles pass on either side of the markings to minimize maintenance). Or use colored and textured surfaces to improve aesthetics in mixed-use areas, potentially in conjunction with raised speed table crossing treatments.		
Signalization Timing	Use average walking speed of 3.5 - 4.0 feet/second	Use a slower walking speed of 2.5 - 3.0 feet/second to accommodate older pedestrians and people with disabilities		
Curb Radius	25' curb radius standard 30' curb radius on major streets with truck/bus traffic	5'-15' max. curb radius Smaller curb radii (up to 5' min.) may be used if on-street parking or bike lanes		
Curb Ramps	Diagonal curb ramps may be permitted in the following locations if curb radii are >20' and a landing at the bottom of the ramp is positioned within the crosswalk area for both directions of travel:  > Where utilities prevent the installation of paired curb ramps > At intersections that are not signalized > In some residential areas where traffic volumes are very low	Paired curb ramps recommended Diagonal ramps to be avoided whenever curb radii are <20' since moving traffic can encroach upon the landing area		
Medians and Refuge Islands	Recommended for use:  > In intersections when the length of the pedestrian crossing exceeds 60 feet  > At intersections with complex vehicle movements or long signal phases  > In conjunction with uncontrolled midblock crossings	Provide a median island when the length of the pedestrian crossing exceeds 48 feet  Consider narrowing traffic lanes (potentially down to 10 feet) to have the added effect of slowing motor vehicle speeds at the crossing location, and shortening pedestrian crossing distances		
Slip Lanes	Provide a triangular "pork chop" refuge island within the intersection when:  > Curb radii >30' are unavoidable  > Slip lanes can be designed based upon a compound curve design to discourage high-speed turns, while accommodating large trucks and buses	No slip lanes allowed or needed		
Curb Extensions	Typically not provided	Consider installing on streets with:  > On-street parking, especially diagonal parking > Limited left-turning traffic by buses and large vehicles > One-way traffic > On minor streets in residential areas		
Mid-Block Crossings	Use in high-activity areas only Locations being considered need to be studied carefully	Consider installing unless crossing is:  > < 300 feet from another crossing point > On streets with speeds > 45 mph		

### **Metropolitan Transportation Plan 2035**

Issuing Agency/Organization: Wichita Area Metropolitan Planning Organization

Level of Authority: Access to federal transportation funds for local jurisdictions

Source: http://www.wampoks.org/Publications/Metropolitan+Transportation+Plan+2035.htm

**Updates: Periodically** 

The Metropolitan Transportation Plan (MTP) 2035 is the blueprint for all regionally significant transportation projects and activities through 2035. It is a 25 year strategic plan for maintaining and improving mobility within and through the region. The MTP 2035 is very important for the region because it allows local jurisdictions access to federal transportation funds. The plan includes an Eligible for Funding List of transportation projects that will receive federal funds between 2010 and 2035. Projects move from the planning list to the Transportation Improvement Project (TIP) list for implementation. One percent of the funding is allocated to specific bicycle and pedestrian projects and complete streets principles are recommended for roadway projects for the inclusion of sidewalks, bike lanes, driveway consolidation, shoulders on rural roadways and bus lanes. It also provides recommendations and strategies to achieve a safe, efficient, accessible, and affordable transportation system.

The 2035 Plan builds upon the WAMPO Regional Pathway System Plan by providing goals, objectives and strategies for bicycle and pedestrian network improvements for regional connectivity and increased use of walking and bicycling.

Chapter 6: Land Use and Transportation Connection includes a section (6.2) on Bicycle and Pedestrian systems include several key recommendations:

- Connectivity of the pathway and sidewalk system: build more sidewalks and pathways and improve signage to increasing connectivity between jurisdictions, to transit and across barriers.
- Safety of users: 40% of pedestrians do not feel safe walking in the region which is supported by crash data. Bicyclists and pedestrians make-up about 1% of trips yet they represent 6% of the injuries and 13% of the traffic related fatalities in the region. The region is also the area where 25% of the state-wide bicycle and pedestrian crashes occur. Behavioral causes for pedestrian and bicycle crashes include improper parking, failure to yield and inattention. Increasing focus on infrastructure such as pedestrian bridges and school crossings, ADA accommodation and need for maintenance were identified as important safety measures. The plan also encourages local jurisdictions to provide training for law enforcement officers on the laws pertaining to bicyclists and pedestrians.
- Education and encouragement efforts: The plan recommends several education and
  encouragement efforts: 1) launch a campaign to promote share the road messages to educate
  motorists and bicycles on the rules of the road; 2) Promote safe routes to school programs and
  events; 3) encourage local jurisdictions, businesses, and other organizations to support and
  promote events that encourage bicycling and walking.

- Maintenance: Ensure existing bicycle and pedestrian facilities are well maintained by filling pot holes and keeping pavement in good condition. Maintain good lighting to provide a more secure environment for bicyclists and pedestrians.
- Connecting to transit: Develop links between bicycle and pedestrian facilities and transit. Encourage the use of bike racks on buses and ensure ADA ramps are near designated bus stops.
- Implementing complete streets ideas: Take a proactive not reactive approach to improving the bicycling and walking environment by designing the transportation network to improve safety and access for all users.

According to the plan, the reason and frequency for why people walk in the region are 1) exercise or recreation (78%); 2) running errands (39%); 3) commuting to work or school (38%); 4) visiting family or friends (35%) and; 5) accessing transit (6%).

#### **WAMPO Safety Plan**

Issuing Agency/Organization: Wichita Area Metropolitan Planning Organization

Adoption: Adopted July 13, 2010, Amended December 13, 2011.

Level of Authority:

Source: <a href="http://www.wampoks.org/Publications/Safety+Plan.htm">http://www.wampoks.org/Publications/Safety+Plan.htm</a>

**Updates:** Annually

The WAMPO Safety Plan (2010) is guided by the timeline and goals identified in the Metropolitan Transportation Plan 2035. It addresses how safety in the region can be improved and the number of road crashes reduced. It provides information about the type of crashes, how they occurred, and where they were located. This can be useful information to identify areas that need special attention when planning for pedestrian accommodation. This information should be used for benchmarking purposes toward reaching specific safety targets related to pedestrian safety.

Goals: reduce the number of transportation related fatalities, injuries and crashes each by 25% by 2035.

Counter measures that directly impact pedestrian safety are needed in addition to those included in the plan below:

- Create a regional pedestrian and bicycle advisory group.
- Promote Safe Routes to School programs, strategies and walk or bike to school events
- Reduce the number and severity of bicycle and pedestrian crashes by focusing on specific locations with increased crashes

The region averages five pedestrian fatalities per year with a concentration in urban areas. The plan cites the majority of crashes occurring away from intersections with nearly 40% of crashes happening near or in intersections. Intersections and pedestrian behavior are sited as this is high for the state.

### Wichita-Sedgwick County Comprehensive Plan

Issuing Agency/Organization: Wichita-Sedgwick County 1999

Level of Authority: Guidance document

Source: <a href="http://www.wichita.gov/Government/Departments/Planning/Pages/Comprehensive.aspx">http://www.wichita.gov/Government/Departments/Planning/Pages/Comprehensive.aspx</a>

**Updates: Periodically** 

The Wichita-Sedgwick County Comprehensive Plan serves as the overall guide for the City of Wichita and Sedgwick County. The State of Kansas requires a comprehensive plan to guide public infrastructure and facility investments identified in the city and county capital improvement programs, and to authorize city and county subdivision approval authority associated with land development. It is important for the proposed Wichita Pedestrian Master Plan in many ways, especially because it identifies the 2030 Future Growth Area for the City of Wichita.

The Transportation Plan focuses primarily on regional, high volume roadway projects. The plan provides specific recommendations for highway expansion, bridge improvements, arterial widening, and improvements to public transit based on modeling projections for the year 2030. The implications for pedestrians are significant as wider roadways impact pedestrian crossings and street character and transit increases use of roadways by pedestrians.

Transit ridership is anticipated to grow regionally by 30%. To address this need the plan recommends the provision of connector routes in outlying areas, new park and ride lots, and shuttle service to better connect crosstown between different routes and downtown to the transit center.

#### **WAMPO Freight Plan**

Issuing Agency/Organization: City of Wichita/WAMPO (2010)

Level of Authority: Guidance document

Source: http://www.wampoks.org/Publications/Freight.htm

**Updates: Periodically** 

The WAMPO Freight Plan (2010) identifies designated freight corridors and provides recommendations for how to improve these corridors for the efficient movement of freight. The Plan identifies several roadway elements that influence truck efficiency both along roadways and through intersections such as intersection/signal operations, roadway geometry, roadway maintenance, and intersection design. Delay in travel time is a concern to the freight community and the plan prioritizes efficiency through congested areas and bottlenecks. The plan does not address pedestrians specifically and some of the plan priorities may be in contrast to the needs of pedestrians such as increasing roadway capacity, increasing speed and eliminating areas of congestion. Balancing the needs of freight with those of pedestrians is important for the efficiency and safety of freight corridors. Local jurisdictions, responsible for implementing roadway projects and maintenance will need additional guidance on design at

Wichita Pedestrian Master Plan Appendix B: Policies and Practices intersections or interchanges and along freight corridors where accommodation for both the needs of freight and pedestrian safety will need to be address. The section of the plan on Problem Areas includes a discussion on the responsibility of local jurisdictions to design roads to state DOT standards.

### **WAMPO Safe Routes to School Plan**

Issuing Agency/Organization: City of Wichita/WAMPO (2008)

Level of Authority: Guidance document

Source: http://www.wampoks.org/Publications/Safe+Routes+to+School.htm

**Updates: Periodically** 

This plan includes an action plan that identifies issues that impact student travel behavior within the WAMPO area and suggests actions to address the issues. The plan also lays out a phased approach to funding the SRTS program from the State of Kansas and other sources. The planning process included a survey and stakeholder meetings.

The survey provided some valuable information related to the obstacles to walking to school. The survey found that the following factors limit children from walking to school: distance (46%), traffic volume (43%), Traffic speed (41%), intersection safety (35%), perceived personal safety issues (35%), weather (35%) and inadequate sidewalks (28%). In 2008 45% of school children lived within ¼ mile of school and 21% lived within ½ to 2 miles. This information could help set a benchmark target for the number of children who walk to school. Another finding was that 50% of children want to walk to school but programing and school support is limited. The plan identifies 3<sup>rd</sup> to 6<sup>th</sup> graders as the best age groups to focus SRTS programing on.

The following goals, objectives and strategies summary make up the SRTS action plan:

Goals	Objectives	Strategies
Goal 1: Provide encouragement to walk or bicycle to	Objective 1 – Help schools to encourage walking or bicycling.	Strategy 1 – Local incentive programs.  Strategy 2 – Staff development.
school.	Objective 2 – Encourage children to walk or bicycle to school.	Strategy 1 – International Walk to School Day. Strategy 2 – Local encouragement campaigns.
	Objective 3 – Encourage parents to allow children to walk or bicycle to school.	Strategy 1 – Walking school bus programs.  Strategy 2 – Crossing guard programs.  Strategy 3 – Local encouragement campaigns.
Goal 2: Educate children on safe pedestrian and bicycling behaviors.	Objective 1 – Provide schools with walking and bicycling safety materials.	Strategy 1 – Cyrus the Centipede curriculum. Strategy 2 – Pedestrian safety brochures. Strategy 3 – Bike and wheeled sports safety brochures.
	Objective 2 – Provide interactive walking and bicycling safety education.	Strategy 1 – Bicycle safety programs/bike rodeos. Strategy 2 – Pedestrian safety assemblies.
Goal 3: Provide a safe environment for children to walk or bicycle to school.	Objective 1 – Engineering/enforcement project identification.	Strategy 1 – SRTS plans.  Strategy 2 – Provide input and feedback on projects.
	Objective 2 –Obtain funding for engineering and/or enforcement projects	Strategy 1 – SRTS funding.  Strategy 2 – Safe Kids/FedEx Walk This Way grant program.
Goal 4: Evaluate the effectiveness of	Objective 1 – Evaluate SRTS plan projects	Strategy 1 – Administer follow up surveys.
SRTS-themed projects.	Objective 2 – Help evaluate future local projects.	Strategy 1 – Administer baseline and follow up surveys.

# **Wichita Subdivision Regulations**

Issuing Agency/Organization: City of Wichita/WAMPO (2008)

Level of Authority: Guidance document

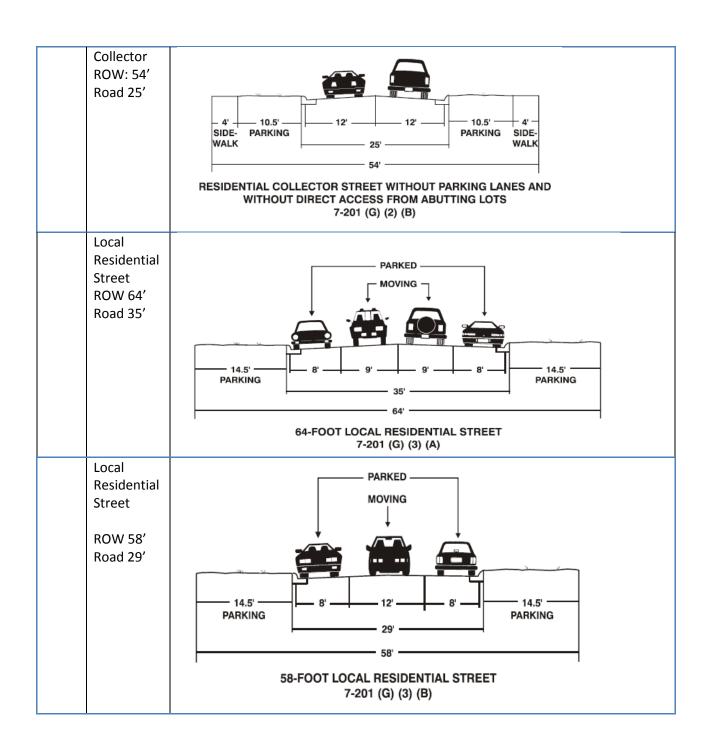
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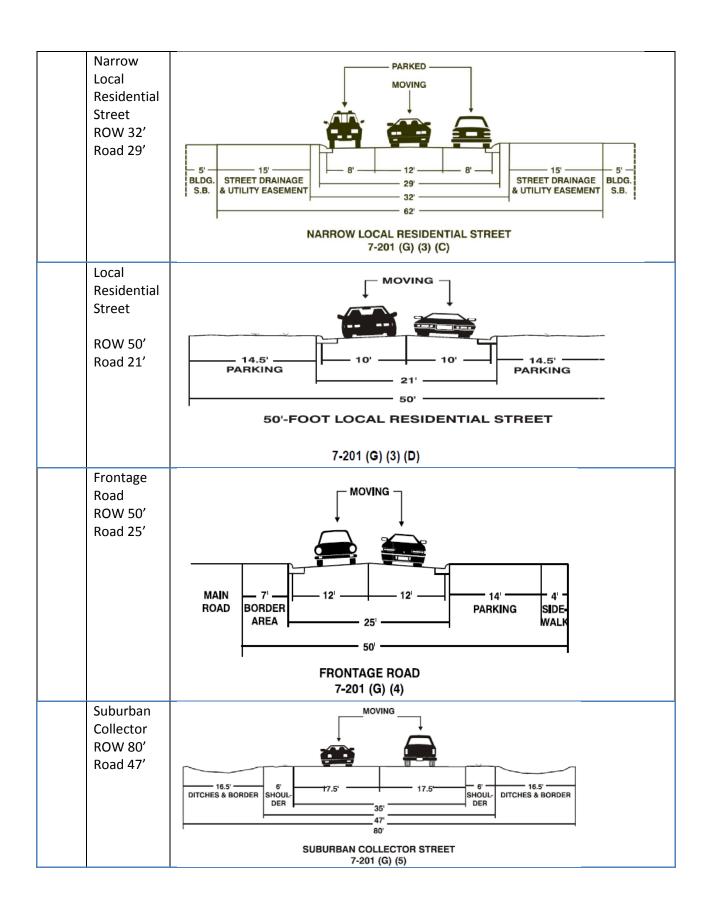
http://www.wichita.gov/Government/Departments/Planning/Pages/Subdivision Regulations.aspx

**Updates: Periodically** 

The division and improvement of lands within Wichita or portions of unincorporated Sedgwick County must comply with the Wichita-Sedgwick County Subdivision Regulations. The Subdivision Regulations regulate many elements of the physical environment, including parking and street designs.

Street	Layout and De	esign			
7-		Local streets shall be laid out so that their use by through traffic will be			
201C		discouraged.			
7-		Border Area - For urban streets (sometimes referred to as "parking") the border			
201G		area shall be fourteen and one-half (14½) feet in width from the back of curb to property line. This area shall be used for installation of utilities, street lighting, traffic control devices, fire hydrants, sidewalks, landscaping and to provide a transition area in grades (if necessary) between the roadway and the property adjacent to the right-of-way. Border areas for suburban areas shall be variable in width, based on drainage needs.			
	Industrial Street ROW: 70' Road: 41'	PARKED MOVING  10.5' SIDE-PARKING WALK  70'  BUSINESS OR INDUSTRIAL STREET 7-201 (G) (1)			
	Residential Collector ROW: 66' Road: 37'	PARKED  MOVING  MOVING  10'  10'  8'  PARKING  37'  RESIDENTIAL COLLECTOR STREET WITH PARKING LANES  7-201 (G) (2) (A)			





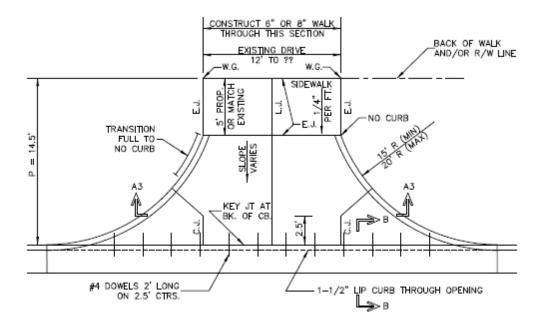
	Suburban	MOVING ——			
	Residential				
	ROW 70'				
	Road 32'	19.5' 3' 12.5' 12.5' SHOUL DITCHES & BORDER SHOUL	19.5'		
		DITCHES & BORDER SHOUL SHOUL DITCHE 25' DER	S & BORDER		
		SUBURBAN RESIDENTIAL STREET			
		7-201 (G) (5) (B) (C) (D)			
	Local				
	Suburban				
	Residential 24'				
7-	Section	Right-of-way widths for all section line roads and arteria	Is shall not be less than		
2015	Line Road	120 feet. At an intersection approach, 150 feet of right-o			
Н	ROW 120'+				
		of 350 feet from the section line. An additional 25' x 25'	-		
		required at the intersection corner to accommodate traffacilities.	inc signals and sidewalk		
7-		Streets shall be laid out so as to intersect as nearly as po	ssible at right angles. A		
2015		street shall not intersect any other street at less than 80	degrees.		
К					
		Roadway pavement at intersections shall be rounded by radii:	the following minimum		
			nimum Curb Radii		
		Local Residential	20 feet		
		Local Residential Collector	30 feet		
		Local Residential Arterial	30 feet		
		Business, Commercial Business, Commercial or Industrial			
		Collector or Arterial Collector or Arterial	50 feet		
7-	Blocks	A block in an urban subdivision should not exceed 1,300			
203B	DIOCKS	block is adjacent to a limited access highway or arterial s	<b>G</b> .		
		previous adjacent layout or topographical conditions jus			
		requirement.			
7		In blocks of 900 foot or more in length, a nodest-line and	occ ascamont for		
7- 203E		In blocks of 800 feet or more in length, a pedestrian accepted pedestrian travel may be required to provide access to pedestrian travel may be required to provide access to pedestrian travel may be required to provide access to pedestrian travel may be required to provide access to pedestrian travel may be required to provide access to pedestrian travel may be required to provide access to pedestrian acceptance.			
		such as schools or parks. The pedestrian access easement shall have a right-of-			
		way width of not less than 10 feet, and extend entirely through the block at			
		approximately the midpoint of the length of the block. The plattor shall guarantee			
7	EACNAENTO	the construction of a sidewalk within the pedestrian acc			
7- 205-	EASMENTS	Pedestrian Access Easements. Pedestrian access easements when an access easement is needed to provide a compared to provide a compar	•		
D		private parks or school sites.	omicoming min to public of		
	J	1			

## Standard design specifications for Drive entrances Full height curb

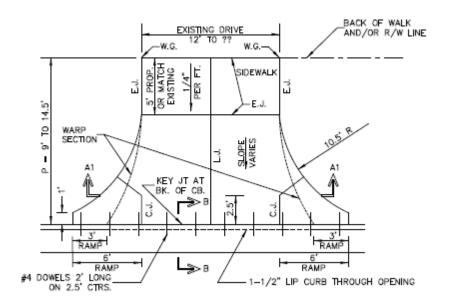
Driveway design standards provide design drawings for all driveway types in the City of Wichita. The specifications include designs with transitions to full curbs and ramped drives without curb transitions. Each design factors in placement of the sidewalk behind the ramp slope.

There are three designs for full curb driveways with variation in the width of the parking area and setback of the sidewalk. Each has a range of curb radii from 15' minimum to 20' maximum radii. Driveway widths range from 12' minimum to 52' maximum. Similarly, there are three ramp drive standards. Each standard varies in the length of the parking area.

### **Example of a Full Radius Driveway Standard Drawing**



### **Example of Full Ramp Driveway Standard Drawing**



# City of Wichita Wheelchair Ramp Details

The city has developed standard plans for the design of wheelchair ramps. The plans provide designs for four different scenarios: for streets with different curb types (monolithic and curb & gutter), for streets with full sidewalk, for streets with sidewalk on one side, for streets with limited right-of-way at the corners. The details should be updated to reflect curb ramp design consistent with the 2010 ADA Standards for Accessible Design.

## **Standard Practice**

The following are City of Wichita standard practices for installation of pedestrian facility types:

Facility Type	Practice	Note
Sidewalk	6' wide	Where possible
Shared use pathway	10' wide	
Crosswalk	10' wide	
Countdown pedestrian	Install at signalized crosswalks	
signal		
Audible pedestrian	Install at signalized crosswalk s near	
signal	schools	
ADA ramps	N/A	

# **Policy for Installation of Accessible Pedestrian Signals (APS)**

The Department of Public Works has drafted policy for the City's decision making process when installing pedestrian signals. The policy follows MUTCD 2009 guidelines with changes specific to Wichita. Identifying and prioritizing signals that outlines the preferred installation of pedestrian signals per 2009 MUTCD guidelines. The city installs APS at existing signalized intersections and all new signalized

intersections. To evaluate specific locations the city employs the CRAB (Committee for the Removal of Architectural Barriers Criteria for Installation) method for site evaluation which includes evaluation of crashes, intersection geometry, speed, presence of visually impaired, and proximity of pedestrian generators among others.

# **Wichita Region Surveys**

# National Citizen Survey 2012: benchmarks and results

Issuing Agency/Organization: International City/County Management Association & National Research Center, 2006

Source: http://www.wichita.gov/Government/News/Pages/2012-11-05a.aspx

The National Citizen Survey collects information on citizen opinion on the quality and usefulness of city government services and ranks the responses with other municipalities. The following table outlines the walking related responses. Compared to cities across the country Wichita ranks much below other cities in terms of ease of walking, walking related infrastructure, use of transit, and sense of community. The ease of walking, according to survey participants, has also decreased over time according to results from 2006 and 2010 surveys. The following table outlines Wichita's rankings in walking related issues:

	Wichita rating (100 pts total)	Rank	Comparison to nationwide benchmark				
Community Transportation Benchm	Community Transportation Benchmarks						
Ease of walking in Wichita	45	223 of 267	Much below				
Availability of paths and walking trails	44	165 of 214	Much below				
Frequency of Bus Use Benchmarks							
Ridden a local bus within Wichita	17	103 of 175	Much less				
Transportation and Parking Services	Benchmarks						
Sidewalk maintenance	40	217 of 258	Much below				
Public Safety Service Benchmarks							
Traffic enforcement	47	306 of 334	Much below				
Community Quality and Inclusivenes	Community Quality and Inclusiveness Benchmark						
Sense of community	48	237 of 285	Much below				
Contact with Immediate Neighbors Benchmarks							
Has contact with neighbors at least several times per week	49	94 of 194	Similar				

# Wichita-Sedgwick County Community Investments Plan Community Survey

Issuing Agency/Organization: Wichita-Sedgwick County, 2013

Source: http://www.wichita.gov/Government/Departments/Planning/Pages/Comprehensive.aspx

In 2013, the City of Wichita and Sedgwick County partnered with Wichita State University to conduct a community survey. The community survey results provide information about general community perspectives related to many different types of community investments and balancing long-term and near-term community needs.

The survey results reflect a strong commitment to social justice, support for investment in residential streets and walking paths and less interest in investment in parks and open space. The following table outlines some of the pedestrian related results:

Question	Strongly disagree	Disagree	Agree	Strongly agree
Our community should help seniors, those who are disabled, and low-income residents meet their transportation needs	1.3	6.0	53.8	39.0
Local government should use public resources to fund community and infrastructure improvements that attract business investment	1.7	8.8	63.5	26.0
Local government should continue to improve residential streets	0.6	9.0	69.3	21.1
Local government should reduce investment in bicycle and walking paths	21.1	44.0	25.9	9.1
Local government should improve public transportation by extending bus routes to reach additional parts of the community	3.3	19.9	51.6	25.2

## **WAMPO Household Travel Survey**

Issuing Agency/Organization: Wichita Area Metropolitan Planning Organization, 2010

Source: <a href="http://www.wampoks.org/Publications/HTS+2010.htm">http://www.wampoks.org/Publications/HTS+2010.htm</a>

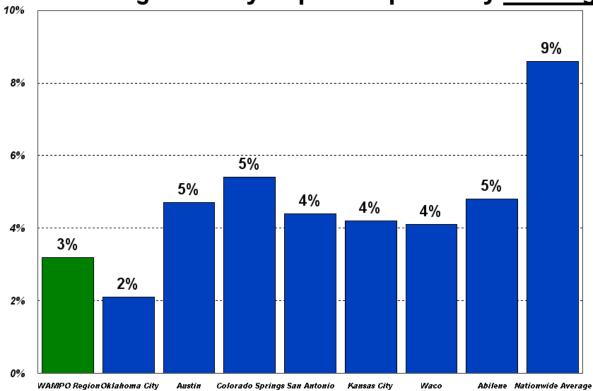
This survey, conducted in 2010 - 2011, gathered information related to household travel within the WAMPO area. The survey includes information about the types of trips people make, how they travel, and much more.

The survey provides some insight into regional trends in walking and attitudes toward walking as a mode of transportation. Walking is currently 3% of all trips in the region and much higher in underserved communities and households without cars. The following is a list of travel and walking related data collected from survey participants. This information is helpful to understanding how walking can be

improved in the Wichita region and how walking as a viable mode of transportation can influence residents' travel options as an alternative to driving short distances in single occupancy vehicles:

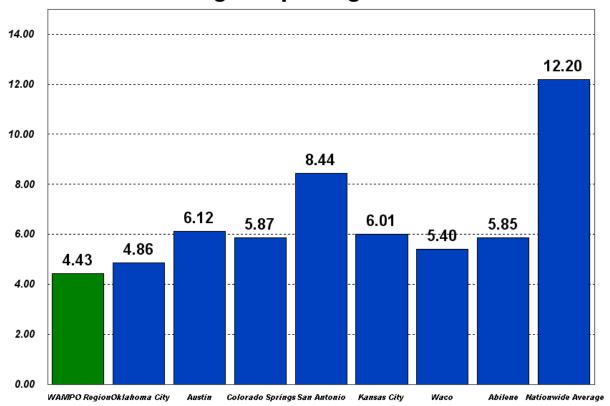
- Based on the household travel patterns the average number of trips per person per day is 3.5
- Most common places visited by residents: home, schools, shopping areas, work, home of friends or family
- Vehicle occupancy is 1.4 people per trip
- 3% of trips are on foot.
- 50% of all household trips were 10 minutes or less
- 55% of all trips by transit users were 10 minutes or less
- Households without cars report walking 30% of their trips, taking transit for 22.4% of trips
- Underserved population takes fewer trips by car. Walk for 26% of trips and take transit for 20% of trips.
- 26% of residents felt that the lack of safe and accessible sidewalk and other pedestrian facilities was a current problem and 26% felt that it is an emerging problem
- When asked for what reasons residents do not walk more often to destinations the top 5
  reasons were: 1) I don't need to because I have a working vehicle; 2) don't live close enough; 3)
  don't know where the best routes are; 4) Not enough trails/paths/sidewalks; 5) missing links in
  trails/paths/sidewalks
- Developing new, improving, connecting existing pedestrian and bicycle facilities ranked 11 of 16
  options in a list of priorities for roadway improvements. Improving safety on roadways rank
  second.
- Survey respondents were more willing to fund new pedestrian and bicycle facilities 7 of 16 priority items and less willing to fund improvements and connections within the existing bicycle and pedestrian network ranking the option 12th of 16 options.
- Residents are interested in focusing on sidewalk and path construction over bike lanes
- Regionally there is not a concern about air quality in the region with 37% of survey participants not concerned and 35% somewhat concerned.
- 74% of all trips are 1 to 4 miles
- When compared to a selection of comparable cities, the Wichita region ranks low (3%) in the percentage of trips by walking with the national average at 9%.
- When compared to other mid-west and other cities the average trip distance traveled in Wichita is significantly less than other locations. Shorter trips currently by car can be taken by foot or bicycle.

# Percentage of Daily Trips Completed by Walking



Source: WAMPO Household Travel Survey (ETC Institute, 2011)

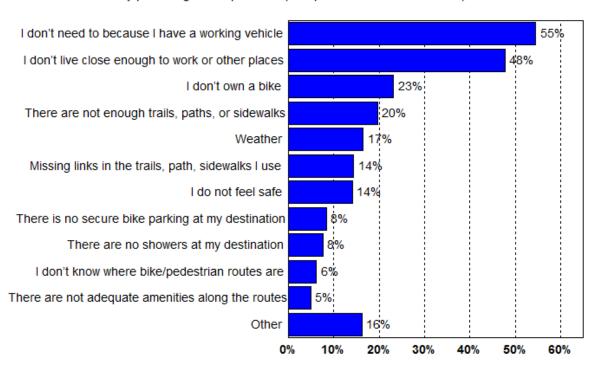
# **Average Trip Length in Miles**



Source: WAMPO Household Travel Survey (ETC Institute, 2011)

# Q5. Reasons Residents Don't Bike or Walk to Work or Other Destinations More Often

by percentage of respondents (multiple selections were allowed)



Source: ETC Institute (2010-11 WAMPO Regional Transportation Survey)

# Appendix C: Peer City Survey

Peer City Research Questions	Kansas City, Missouri	Des Moines, Iowa	Omaha, Nebraska	Oklahoma City, Oklahoma	Denver, Colorado
	Jeff Martin, Assistant City Engineer	Darwin Larson, Chief Design Engineer	Carlos Morales, Bicycle and Pedestrian Coordinator	Abbas Tajmir - ADA coordinator	Emily Snyder, Pedestrian/Bicycle Project Manager
Crossings					
What are the requirements for midblock crossings, high visibility sidewalks and signals?	Traffic Engineering Group determine mid-block crossing (pedestrian counts and warrant analysis completed to warrant the crossing). Jeff said he would get with the traffic group and provide exact criteria. High Visibility crosswalks used at University and Hospital locations only, not used in residential areas. They do have some more aesthetic crosswalks with brick patterns, but they don't use brick anymore only colored concrete or street print (asphalt), for maintenance reasons. They are always tied to areas or business districts with specific streetscape plans. They won't normally install unless there is a special district plan guiding them. Continental (similar to KDOT Type II) crossings are used in school districts and other higher traffic locations, regular striping (similar to KDOT Type I) are used elsewhere.	Use HAWK signals at high volume (pedestrian and vehicular) locations. Have used the Fluorescent Green Signs with LED strobes, or just used the continental style crossings at lower vehicular volume locations. All have been used depending on the situations as well as the pedestrian and vehicular volumes. Generally the city tries to discourage mid-block crossings and try to encourage people to route to an intersection to cross for safety reasons. They only put them in where site specific conditions dictate that they need to be (such as the riverwalk, schools, etc.).	MUTCD Warrants and traffic analysis determine locations of midblock crossings. Sketch planning and Traffic Impact Analysis are used to determine where they are placed. They are very judicious in use of midblock crossings in general. High visibility used only in Schools and Downtown areas where there are many pedestrians. They are developing policies on where to apply different tools, they will be very similar to MUTCD to help their funding constraints. Speed tables have been used when it's a low volume street. Are also in process of switching from a Hub and Spoke Transit system to a Pulse system. After completion it is planned to audit high density locations and address issues.	Generally they do not implement Mid-Block Crossing's unless absolutely necessary. Implementation is determined on a case by case basis by the traffic engineer of the city. HAWK systems have been used, and where used, they have a strong police, student, user's education program on its function. Both our considered on a case by case basis. Continental striping is not currently their standard, but they are currently in the process of changing their standards so that it is.	Use both Transverse lines and Continental Striping. Crosswalks are 15' wide downtown and they use the continental at all signalized intersections and high traffic locations. School zone markings are reviewed every year, and once the retroreflectivity reaches 75% they are replaced. They use Brick Crosswalks in the downtown area, and they aren't always striped, but when they are used as a traffic control device (i.e. signalized, stop controlled intersection) they are. Bicyclists are required to ride in the street in Denver unless there is a designated shared path, so shared use crossings are designated with red colored concrete crossings. They review midblock crossings on a case by case basis and use continental or red crossings. They will refrain from marking unless there is some form of control (yield, HAWK, Signal). They have a new state law requiring the paddle signing on crosswalks. Trying to establish criteria to determine placement of

Sidewalks	Sidewalks					
What is the process (i.e. trigger - subdivision regulations, impact analysis, site plan review, etc.) for implementing sidewalk improvements?	Development Code triggers sidewalks are to be constructed when any lot is developed or improved. In residential areas the sidewalk will not be built until the homes are built. Residential being built this way causes problems since the housing slowdown, many developments are 75% built and have connectivity problems. In the lots where no homes have been built there is a gap in the sidewalk.	Subdivision regulations require that sidewalk will be placed on both sides of every street during development or redevelopment. City will generally assess areas that don't have sidewalk that would like sidewalk. Arterial Streets also are required to have a sidewalk on both sides; generally they have been putting a shared use path on one side and sidewalk on the other where they can.	Subdivision agreement requires developers to build sidewalk on both sides. They also require links from internal sites to external. Ideally are trying to have a shared use path on one side of the arterials.	Generally built through the subdivision process or during resurfacing and arterial projects. Part of the plan review during platting includes a sidewalk plan sheet which is reviewed as part of the plat. Both sides of the street are the standard. For larger 5 acre lots they don't require sidewalk. Generally the subdivision is only responsible for the interior of the site.	Subdivision regulations control. Some SRTS and special projects.2007 study showed they currently have 2700 miles of sidewalk with 58% attached, 35% detached, and 7% missing. Developer is required to provide sidewalk on Both sides of street.	
What are the requirements for new development, redevelopment, filling gaps, maintenance?	Traffic Impact Analysis will look at Pedestrian Demands and routing, and usually identifies gaps in sidewalk, etc. Property owners responsible for maintenance of sidewalk, drives and curb and gutter. Property owners are given a chance to complete the repair, however, if the repairs are completed by the city the cost of the repairs is special assessed back to the property owners.	The city has two programs; the High Priority program and the Connecting sidewalk program. The High priority program focuses on areas that connect schools, retail, apartment centers, bus stops, etc. and how many people within a 1/2 mile or so would be served. Where the locations intersect and make sense they develop projects based on need. The Connecting Link sidewalk program has a requirement (< 500 feet) to be eligible. It is made to allow routing connections between subdivisions and retail, etc. to be connected. Both programs go through a public hearing process. All maintenance of sidewalks is up to the abutting landowner.	If +/- 100' of sidewalk is needed to fill gap between development and an external sidewalk the developer is required to build it. Developer can appeal the requirement if a strange situation exists. Redevelopment triggers same standards, any sidewalk fronting the business is required to rebuild on redevelopment. There is an appeal process for this too. Historically the city required sidewalk on two sides, then one side then no sides, and now are back to two sides. Currently, developers required to install sidewalk on all streets, cul-de-sac's, etc in their development. Because of their history, there are many gaps which have a need for sidewalk. Property owner is generally required to maintain and clear sidewalks in front of their property. City parks and rec. department maintains trails, parks, overpasses and safe routes to school. They partner with Natural Resource District and County so every three years rotate the maintenance on some of the inter-department trails. They have the capabilities to assess maintenance costs of clearing sidewalks, but generally do not use it.	Since subdivisions and paving projects are the ways they generally build sidewalk, they often have gaps. Generally they live with the gaps unless there are complaints. If there are complaints about route connectivity, they have an ADA "emergency fund" that they use to fix complaints about connectivity, etc. City crews will do the work to connect the sidewalk. When working on resurfacing projects, they focus on route connectivity (looking at possibly improving only one side) for right of way issues in built out corridors. Maintenance is generally up to the property owner or HOA. In some older areas the city ends up taking it on (such as bricktown, downtown). City traffic commission will generally decide where shared use paths are going to be and fund separately or with new arterial projects.	Developer's implement sidewalk or bring it up to current standards on redevelopment. SRTS dedicated funding as well. Maintenance is the adjacent property owner's . Some of the older neighborhoods have killed projects because of public pressure related to historic encroachment on their type of street. 2000+ curb ramps are identified to coincide with paving projects every year, but looking at ways to fund connections.	

How are	On collector and arterial roadways, the	Depending on the program, the	City funds sidewalks and shared use	The sidewalk funding is generally not a	Currently looking at funding
How are sidewalk improvements funded?	On collector and arterial roadways, the developer adjacent to the roadway is responsible for paying for the sidewalk improvements on their side of the street, within their property limits. If the arterial is not improved and it appears it won't be improved when the developer begins their improvements, the developer can request to pay an impact fee to the city to fund the improvements when the roadway is improved. This is handled on a case by case basis. City collects funds through a sales tax that go to a Public Improvement Advisory Committee (PIAC), with a portion of the funds which are for citywide improvements and a portion gets divided into each district. PIAC committee is made up of council member's appointees from each district, and they decide which projects are built. Individuals, business groups or special districts may apply for funds for sidewalk or crosswalk improvements. There is no policy for gap funding unless development occurs. Sometimes city at large funding or PIAC can be used.	Depending on the program, the developer will pay (development and redevelopment), the property will be assessed (to build sidewalk in neighborhoods without where they would like sidewalk; 50% of the construction cost and 10% of the design costs in front of their property are what is assessed per property owner, city will fund the rest) or the project is funded with General Obligation Bonds (High Priority, Connecting Sidewalk). Also have an ADA CIP program where they are currently spending 1.5 million (for the next 10 years) a year on ADA improvements including sidewalk ramps.	City funds sidewalks and shared use paths on the arterial streets in its CIP program when built. Sidewalk assessments have been used to fill gaps. If greater than 60% of a block is in favor of placing sidewalk, it will trigger a sidewalk improvement district for the walk. Generally this is only seen in downtown districts but has been used in the area around the College World Series too.	The sidewalk funding is generally not a set amount but will vary up and down depending on the number of paving and overlay projects since that is how they build the sidewalks. ADA emergency funds vary depending on number of projects anticipated, etc. This work is all generally done by the City itself not contractors.	Currently looking at funding mechanisms and they have had trouble politically with taxing options.  Downtown is funded through TDD's and Downtown area groups.
What is the	Citizens or Business' can apply for funding through PIAC committee.  4' Minimum width residential, 5'	Generally they adhere to the State	Widths vary from 5 to 6.5 feet by area	4' - Subdivision; 5' for arterial and	Std. is a 5' sidewalk with 8' treelawn,
design guidance?	Minimum width arterial. 4" thick, non-reinforced, 4500 psi concrete	Urban Design and Specifications Manual (SUDAS) for urban areas. They also try to use 5' paths 4" thick (except through drives). They also have a Class A sidewalk used in downtown areas (extra wide widths) that is 5" thick.	type. Area of specific importance varies from 1-4. Each area has its own design criteria. The sidewalk is by standard built with a crushed rock base and a 4" thickness.	collector streets. If sidewalk is at back of curb, 1' is added to the width. The ramps have 6" of rock base under them; the sidewalks have compacted sand under them.	also have an 8' with 13' treelawn for commercial. Downtown is 16' sidewalk. Some versions of town have an integral Roll Curb with 3' sidewalk (referred to as Hollywood section).

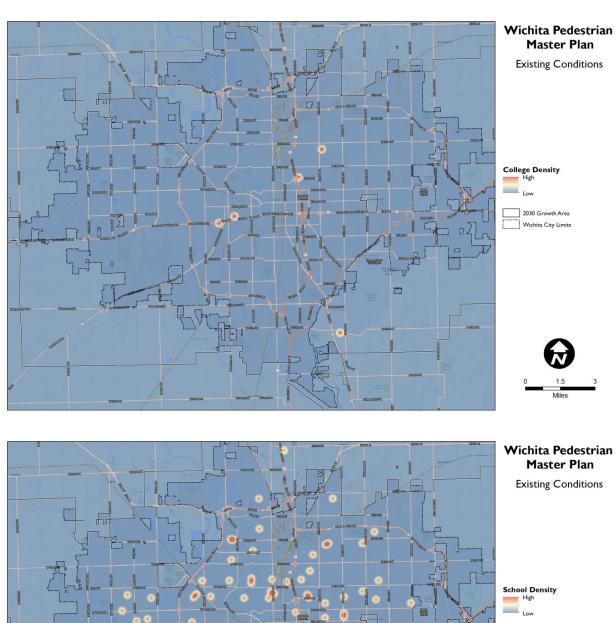
#### Aesthetics How does the Property owners can request special Generally this is covered in there Aesthetics are handled on a case by case Lighting not consistently applied, Generally they are bonded with a TDD city fund sales taxes or other assessments (and/or basis. It is often funded through TIF or generally looked at on a case by case paying the city back. They also bond streetscape policy. They require benches aesthetic paid by the businesses or property and other amenities to be paid by the CIP projects. It is not city wide, but basis. City will partner with development streetscape type projects, but have enhancements? owners at the time of project). streetscape area associations. They are generally only special high traffic areas. districts to provide design help or help maintenance contracts with the Maintenance reverts back to business also responsible for setting up a Private institutions and foundations will them in some way on what the area is business group to pay for maintenance. group or property owners maintenance fund and funding generally fund decorative features. They etc. City is always open to partnering on Any project over \$1,000,000 has a 1%art appropriately. For streetscape projects, also have an Art Commission and Urban specific projects that have appropriate requirement. Also has an Arts and support. this can be included in the matching Public Review Board that reviews CIP Values city group that stewards the funds needed prior to the city Projects and can make process. considering a streetscape project. The recommendations for aesthetics for city will generally pay for the vanilla areas of civic importance to have art sidewalk and roadway improvements, added to them. (This only occurs limited but require the extra costs to be the times). Business Improvement Districts will often fund art from their own business association or group wanting the streetscape. Art is rarely included on pockets. The City has added funding to the projects, but is rather a post project assist a private group that can't raise all feature. Des Moines has a Public Art of the needed funds. Maintenance is Foundation (separate from the city) that completed by business improvement raises money for art on public projects. districts It's a very successful program. **Additional Discussion** What things do He said he would not assess repairs, and The high priority and connecting link Having developments fill connections He thought things worked pretty well in Overall Denver's process works fairly they like about would build the sidewalks with the programs are very successful and are a less than 100' is extremely successful. Oklahoma City and the one thing he well. Advice was to start looking at high their policies houses and make builder repair as he great way to build necessary sidewalk. Requiring internal circulation and would do would be to spend the time and pedestrian environments such as and what would tears out to build houses, otherwise Assessment and maintenance of planning connections to outside system money to appropriately train inspection commercial areas, schools and hospitals. they change? neighborhoods often don't get sidewalk sidewalks is generally not popular and up front during initial development is and enforcement staff in ADA rules. They And work on connecting those. Many for many years. Currently the city is in requires quite a bit of work to properly also very successful. They are starting to have had some projects that have had to improvements can be made with discussion about putting sidewalk on one assess. ask Developers how they will connect be redone, etc. because regulations were simple/cheap signing and marking side for arterials, but hard to pay for (one existing facilities for both internal and not met, but it wasn't caught and fixed at upgrades. Figure out what you can do developer paying for but other side not). external use during design. Some things the time. with the resources available, and then Would need some major code revisions to work on in Omaha were filling gaps make good use of the resources. to make this work. through abandoned areas and repairing sidewalks and gaps assessed on roadways. If he could change one thing he would form a sidewalk assessment on a city wide district based on street frontage and land use, to fund maintenance and gap projects (between

districts, etc.).

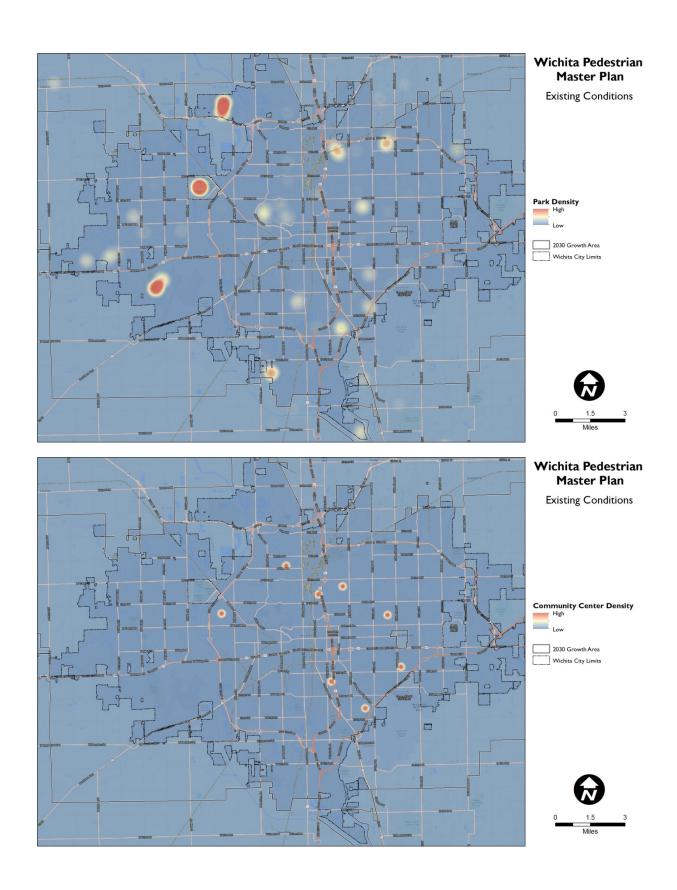
# Appendix D: Additional Existing Conditions Maps

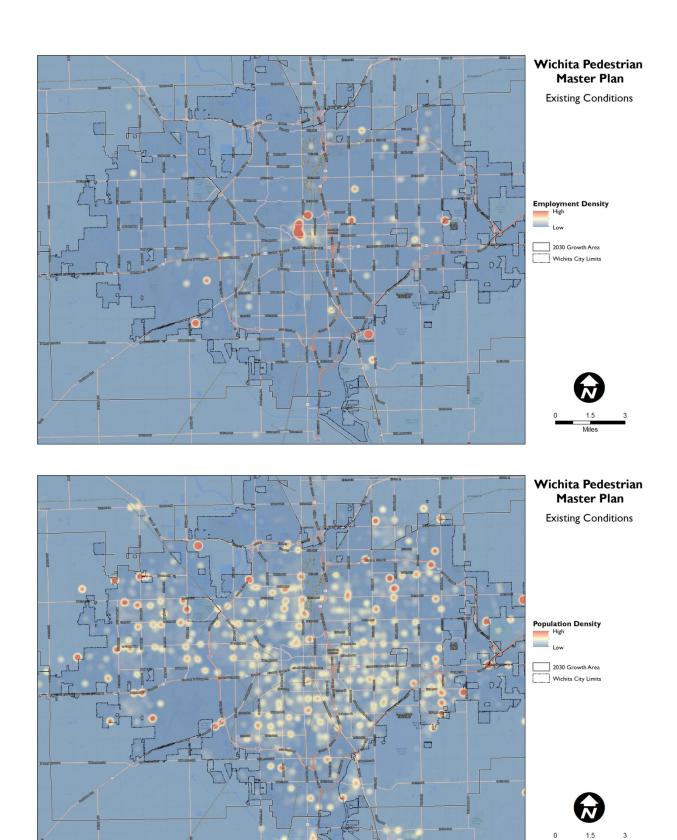
Some additional existing features of the Wichita that can influence decisions related to pedestrian improvements are shown in the following figures. The maps are presented as "heat maps" which highlight the density of a given feature with a color gradient. Red indicates areas of highest density, while blue indicates areas of lowest density. Maps include:

- College Density
- School Density
- Park Density
- Community Center Density
- Employment Density
- Population Density





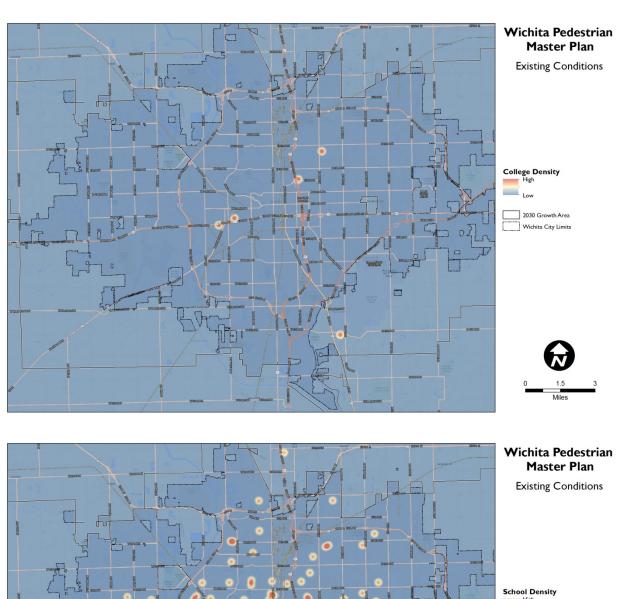


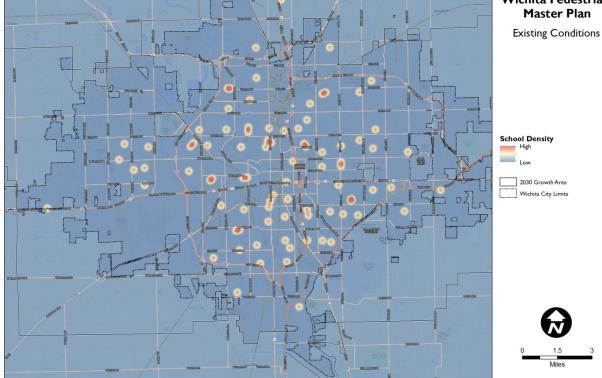


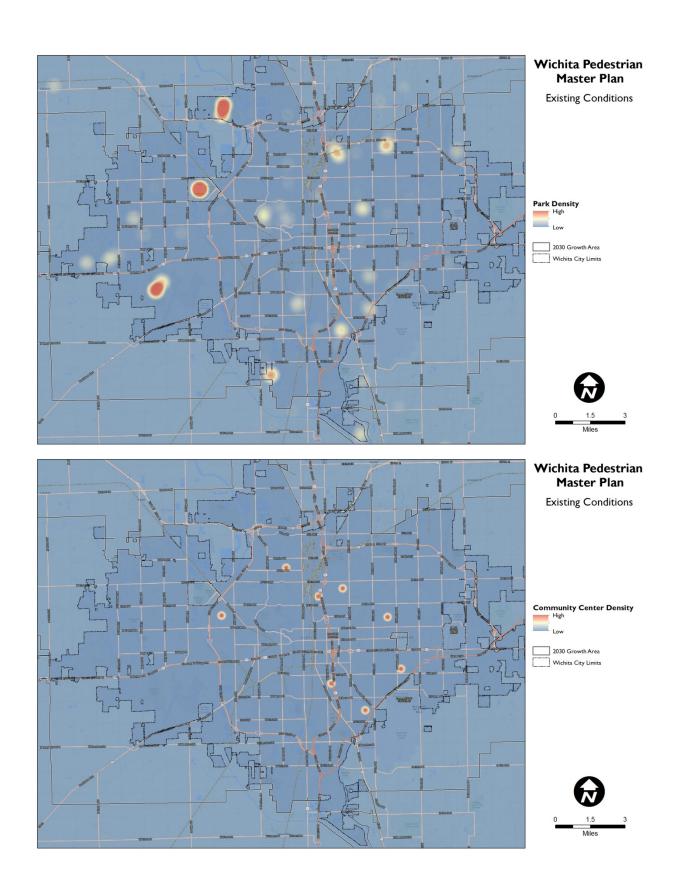
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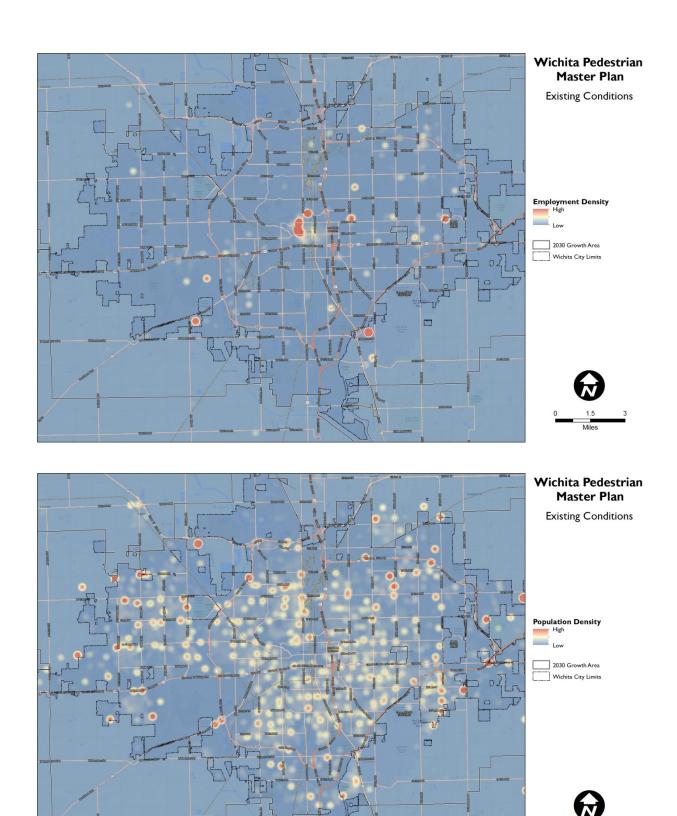
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- College Density
- School Density
- Park Density
- Community Center Density
- Employment Density
- Population Density









# **Appendix E: Listening Sessions**

# **Kansas Department of Transportation Listening Session**

The listening session was conducted with Becky Pepper the State Pedestrian and Bicycle Coordinator.

1. What design guidance does KDOT use? (FHWA, NACTO, does KDOT have their own?)

KDOT follows AASHTO and the MUTCD for signs and markings.

2. If and or how design guidance is tied to funding e.g. do you have to follow x guidance to get money from y?

For federally funded projects, KDOT must follow ADA, AASHTO and the MUTCD. For state funded project KDOT standards are followed.

KDOT provides funding for Safe Routes to School SRTS and through Transportation Alternatives programs. These funds are disbursed through regional planning bodies. Funding for Wichita projects would come from WAMPO and projects awarded with funds from the Transportation Alternatives Program must follow federal guidelines, which establish that project must be designed to meet AASHTO, ADA, and MUTCD compliance.

3. What is KDOT's roles and responsibilities for pedestrian improvements, programs, policies, etc.?

Becky referred to other KDOT staff as she is not as familiar with KDOTs roles and responsibilities. She did mention that if state dollars are spent for a local project, the federal exchange program reimburses 80% of the cost. KDOT uses this for funding of local projects. More information on the Federal Fund Exchange Program can be found here: <a href="http://www.ksdot.org/Assets/wwwksdotorg/bureaus/burlocalproj/BLPDocuments/Fund">http://www.ksdot.org/Assets/wwwksdotorg/bureaus/burlocalproj/BLPDocuments/Fund</a> Exchange Program Guidelines.pdf

4. Just generally, can you provide an overview about how KDOT's pedestrian projects come to fruition?

KDOT projects will include local input on what type of pedestrian facilities are included in the overall project. KDOT likes to see that there are plans developed with community input. The determination as to who will pay for pedestrian infrastructure is based on a negotiation process.

With the advent of Map 21, WAMPO disburses funding through a competitive process for the Wichita area, rather than KDOT for pedestrian and bicycle related projects. KDOT funds will

exclude areas with TMAs which receive sub allocated funding— such as WAMPO and MARC. Brent Holper at WAMPO is doing a competitive process through their TIP and Transportation Alternatives projects.

### 5. Is there anything that you want us to know?

The Wichita Pedestrian Master Plan helps KDOT understand the community's priorities. It's also a way for the community to show projects in the CIP or priority project list.

# Wichita Metro Chamber of Commerce and Young Professionals of Wichita Listening Session

### Wichita Pedestrian Master Plan



Wichita Metro Chamber of Commerce and Young Professionals of Wichita

**Meeting Summary** 

July 16, 2013, 1:30 p.m. – 2:30 p.m.

Wichita Metro Chamber of Commerce

350 West Douglas Avenue

**Attendance** 

Participants: Suzie Ahlstrand, Janelle Bogan, Nichole Robinson, Suzy Finn, Jaime Dupy, Courtney

Sendall, Kresta Dundas, Angie Prather

Ciara Schlichting, Scott Wadle,

Project Team:

None

Others:

Suzie Ahlstrand welcomed everyone to the meeting.

- 1. Introductions
  - a. Everyone introduced themselves.

- 2. Why a Pedestrian Master Plan?
  - a. Ciara and Scott provided a brief overview of why the City was undertaking the planning process, how it will be funded, and what the planning process includes.
- 3. Discussion achieving Wichita's Vision

This portion of the agenda provided an opportunity for the participants to share their thoughts about the community related to walking, conversation highlights are listed below and are organized according to topic areas.

- a. A pedestrian plan is really needed.
- b. Young Professionals
  - i. Walkable areas are desirable
    - Many friends have moved to Austin and other places with downtowns where you can walk. People are choosing to live where they can walk to destinations – including shops. People are choosing to live where they don't have to drive.
    - 2. One participant indicated her family looked for and did purchase a house in an area with sidewalks
  - ii. More than 50% of the Young Professionals of Wichita members indicated that running or activities outside are their favorite hobby.
- c. Better connections (especially transit) are needed between walkable areas (ped pockets) in Wichita. These locations include the following.
  - i. Delano
  - ii. College Hill (Clifton Squire, Oliver and Douglas)
  - iii. Downtown
  - iv. Riverside (near the former Riverside Perk)
  - v. Arena / Commerce Street
  - vi. Government Center
  - vii. Wichita State University
- d. At least one member of the chamber is planning on developing a business that is oriented toward grabbing sidewalk business. The business would be walker and dog friendly. It would be looking to attract customers that live downtown.
- e. Delano has a lot of good stuff going on.
- f. Safety is a key issue
  - i. Challenges
    - 1. Portions of the river paths can feel dangerous because of homeless encampments under the bridges
    - 2. Some locations in Old Town can feel dangerous in the evenings when you have to park away from the active areas.
    - 3. Lighting is important
  - ii. Opportunities
    - 1. Could have more cops on bicycles
    - 2. Install emergency telephones
- g. Downtown
  - i. More green areas are needed in downtown, in order to provide people with attractive destinations.
    - 1. They could be a way to attract donors, for development etc.

- ii. One participant knew four people who had been involved in a crash with a motor vehicle while walking in downtown.
- iii. Downtown has really large north-south blocks and this can be problematic for pedestrians.
- iv. Needs more coffee shops and land uses that make for attractive destinations for walkers
- h. Wichita State University
  - i. Many out of state and out of country students who don't drive
    - 1. Makes it difficult to have a social life.
  - ii. Needs transportation connections to interesting areas
  - iii. It is difficult to get to campus from 21<sup>st</sup> Street
  - iv. Signs to stay off the grass
  - v. People running in the road
- i. Missing sidewalks / sidewalk conditions
  - i. One example of an area without sidewalks is the east YMCA on Douglas you have to drive there.
  - ii. Why don't HOAs build sidewalks?
  - iii. When and how does the City require sidewalks?
  - iv. Developers get a deal in Wichita because so much infrastructure is paid through specials, the costs aren't up front.
- j. The bike lanes in College Hill have been a good improvement
  - i. Walkers use the bike lanes, probably because of the condition of the sidewalks
- k. Visioneering
  - i. Earlier focus was on cleaning up the river and getting more access to the river, not a lot of energy around walking, running, bicycling.
  - ii. Now more than 16,000 residents identified outdoor activities as one of the top 5 community priorities.

# **Wichita Downtown Design Group Listening Session**

### Wichita Pedestrian Master Plan



Wichita Downtown Design Group

**Meeting Summary** 

July 17, 2013, 3:00 pm – 4:00 pm

Wichita Downtown Development Corporation

507 E. Douglas Avenue

**Attendance** 

Participants: Jason Gregory, Scott Knebel

Ciara Schlichting, Scott Wadle

Project Team:

None

Others:

- 1. Introductions
  - a. Everyone introduced themselves.
- 2. Why a Pedestrian Master Plan?
  - a. Ciara, Pete, and Scott provided a brief overview of why the City was undertaking the planning process, how it will be funded, and what the planning process includes.
- 3. Discussion kid safety issues and opportunities for improvement
  This portion of the agenda provided an opportunity for the participants to share their thoughts
  about the community related to walking, conversation highlights are listed below and are organized
  according to topic areas.
  - a. Perception
    - i. Wichita residents are very car centric
    - ii. Community designed with car focus
  - b. Downtown
    - i. High level of pedestrian activity downtown
      - 1. Employment
        - a. 20,000 employees walking to and from cars
      - 2. Events
        - a. Attendees going to and from event to cars
      - 3. Old town area
        - a. Residential, commercial, and office functions
          - Residents downtown tend to be young professionals and seniors
          - ii. Almost 100% occupancy rate
    - ii. Geography the downtown is very large compared to others
      - 1. Pockets of activity with distance between
      - 2. Connections are starting to fill in
  - c. Downtown Plan/Streetscape Guidelines (covers 800 acres)
    - i. Downtown streets are all minor arterials
      - 1. For the plan, created street hierarchy
        - a. Balanced streets
        - b. Green = pedestrian streets
        - c. others
    - ii. New business at St. Francis showcases these guidelines
      - 1. 3 lane one-way southbound converted to two way, with angle parking and sidewalks expanded on both sides of the road

- 2. 2,000-3,000 average daily traffic
- 3. Successful is "parked up" and busy
- 4. Designed to bare minimum of the guidelines
- 5. Reflections: Tree grates increased cost, decreased benches
- 6. Working on the design community mindset this project was also an educational opportunity for them some wanted a more standard design with a center turn lane (not appropriate for this location)
- d. Walkability is critical
  - i. Education is key
  - ii. Need an interesting and pleasing walking environment
  - iii. Must address issues of comfort
    - 1. Small window of comfortable weather for walking
    - 2. Inconsistent tree canopy
      - a. Design and maintenance mismatch
        - i. Need adjacent property owner to help maintain
  - iv. Should include wayfinding elements
    - 1. Small project with Douglas Corridor to enhance wayfinding
      - a. Six kiosks
- e. Safety is an important issue in enhancing walkability
  - i. Long crossing distances too short of signal timing
    - 1. i.e., new pedestrian signal at an intersection in Old Town
  - ii. Issue at night time in certain areas make people reluctant to walk
    - 1. i.e., Transit Center
  - iii. Unsafe parking to walk to in commerce area
    - 1. Complaints from residents and employees at nearby businesses
    - 2. Lots of vacant buildings
  - iv. Perceptions of walking safety have roots in that "other people aren't around".
- f. Issues with accessibility to pedestrian facilities
  - i. Distances between walkable areas
    - 1. i.e., Old Town and Delano
  - ii. Railroad tracks
  - iii. Douglas bridge
  - iv. 600' N/S, 300' E/W blocks
  - v. Market or signalized crossings between Douglas and 1st St.
- g. Douglas Corridor is essential must cater to pedestrians
  - i. Several issues impacting pedestrian traffic
    - 1. Transit shelter bulb outs
    - 2. Pulled back stop bars
    - 3. Issues with wayfinding
      - a. Not consistent with MUTCD
- h. Public art can impact pedestrian use
  - i. Public art managed by the Arts Council
  - ii. Design Council
    - 1. recommends special consideration projects incorporate art to be funded out of the project budget
    - 2. Committee of various professionals
- i. "Take-away" messages
  - i. Streets aren't just for cars

- ii. Plan provides a forum for pedestrians to come out and show support
- j. Ped Plan should
  - i. Educate the public so that they want to walk and use pedestrian facilities
    - 1. Many streetscapes in downtown Wichita are successful but unused.
  - ii. Public art considerations should be included in design treatment templates
    - 1. Use Douglas Corridor plan as an example
- k. Street Trees
  - i. Poor connection between design and maintenance efforts
  - ii. Adjoining property owners can be part of the problem
- 4. Discuss engineering, permitting, code enforcement roles
- 5. Discuss implementation process

# **Walking Advocates Listening Session**

### Wichita Pedestrian Master Plan



Walking Advocates

**Meeting Summary** 

July 17, 2013, 7:30 a.m. - 8:30 a.m.

Wichita City Hall Cafe, 2<sup>nd</sup> Floor

455 N. Main, Wichita

### **Attendance**

Participants: Michael Aaron, Karlee Martinez, Alex Limberger, Kevin Swindel, Charlie Claycomb,

Barry Carroll, Russell Warren, Jane Byrnes, Charlie Fair, Elizabeth Ablah, Alden

Wilner

Peter Lagerwey, Ciara Schlichting, Scott Wadle

Project Team:

None

Others:

#### 1. Introductions

a. Everyone introduced themselves.

- 2. Why a Pedestrian Master Plan?
  - a. Ciara, Pete, and Scott provided a brief overview of why the City was undertaking the planning process, how it will be funded, and what the planning process includes.
- 3. Discussion: walking/running issues and opportunities for improvement This portion of the agenda provided an opportunity for the participants to share their thoughts about the community related to walking, conversation highlights are listed below and are organized according to topic areas.
  - a. One participant expressed excitement that Toole was helping prepare the Pedestrian Plan.
    - i. They felt that this would give continuity from the Bicycle Master Plan
    - ii. Toole's experience brings the perspective of having worked in other cities
  - b. Walking is beneficial
    - i. Good for individual health
    - ii. The Sedgwick County Bulletin publicizes the benefits of walking
  - c. Safety is an important issue
    - i. Children walking to and from school
      - 1. Parental perception of safety is important
      - 2. Poor walkability, i.e. Jackson Elementary
    - ii. Traffic congestion is a threat to safety
    - iii. Seniors are concerned about their safety
      - 1. They are afraid they may have to use a walking stick or club to fend off intruders
    - iv. Safety in numbers more people being out walking would enhance feelings of safety
    - v. Poor lighting
    - vi. Tripping hazards
    - vii. Pedestrians tend to have high crash corridors
      - 1. Should identify those corridors
      - 2. Reducing speed limits really helps address crashes
        - a. Folks feel entitled to high speed roads
      - 3. Specific areas of concern are:
        - a. Washington & Douglas (permissive left turn)
        - b. 37<sup>th</sup> & Rock Road
        - c. 21st & Rock Road
  - d. Suggestions for improving walkability:
    - i. Incorporate mulch or use different materials
    - ii. Increase the number of trash cans
    - iii. Improve lighting
    - iv. Develop pedestrian "single track" and bike boulevards
    - v. Address water and vegetation issues
      - 1. Trees may be down on walking paths
    - vi. Focus on the 17<sup>th</sup> Street rail-to-trail
    - vii. Improve safety on sidwalks
      - 1. Especially on the West side of town
    - viii. Publicize walking on the right-of-way
      - 1. Run Facebook pages to publicize walking

- ix. Publish a map and a list of walking paths
  - 1. People often walk on "unpublished routes" (off-road)
  - 2. 60 miles of paths, but not all are signed for shared use
  - 3. Wilderness trails are not paved
    - a. These are not part of the pedestrian plan
- x. Address issues related to snow and ice
- xi. Address bicycle/pedestrian conflicts
- e. More pedestrian facilities should be built
  - i. More sidewalks are needed on major streets
    - 1. E. Douglas, past Oliver
    - 2. Edgemoor, past Woodlawn
  - ii. Most of West Wichita does not have sidewalks
  - iii. Should do all improvements on one street in one year
- f. Pedestrian usage should be incorporated into broader future plans
  - i. Complete Streets policy should be emphasized
    - 1. This is not a formula, but rather what is appropriate for each road
      - a. Should do what's appropriate for each mode on the street
    - 2. There was a policy discussion in the past, but it has not been passed
    - 3. Policy and implementation are critical here
    - 4. Goal should be for City Council to adopt a Complete Streets policy
  - ii. Need to develop destinations for walking
    - 1. These should include running errands
  - iii. The school board should implement pedestrian-friendly school siting polities
    - 1. Schools should be built in the middle of nature
  - iv. Improving transit/bus service could increase walkability
    - 1. Need to increase funding to make this happen
  - v. The "number 1 issue" to solve is not getting through town in a car in under five minutes
- g. Pedestrian plan provides a road map for moving forward with increasing walkability in Wichita
  - i. Provides guidance for several areas:
    - 1. Crossing streets
    - 2. Vulnerable populations
    - 3. Design treatments
  - ii. This plan is all about implementation and funding
- h. Data collection is important in improving pedestrian safety
  - i. You can't manage what you can't measure
  - ii. Should collect crash data from 911, Trauma Centers, and police records
  - iii. WAMPO travel survey
  - iv. Need to capture trips taken using other modes of transportation
- 4. Future opportunities for community engagement
- 5. Wrap up and next steps

# **Transit Department Staff Listening Session**

### Wichita Pedestrian Master Plan



Meeting with Transit Department Staff

**Meeting Summary** 

July 17, 2013, 3:45 p.m. – 4:15 p.m.

City Hall, 10<sup>th</sup> Floor

455 N. Main St.

**Attendance** 

Participants: Michelle Stroot

Peter Lagerwey, Ciara Schlichting, Scott Wadle

Planning Team:

None

Others:

This meeting was an informal opportunity to learn more about Wichita Transit related to the walking in Wichita. The meeting did not have a formal agenda. Below are highlights from the conversation.

- 1. The Wichita Transit system does not have formal bus stops, instead a flag system is utilized. Wichita Transit staff members are exploring the possibility of establishing bus stops.
- 2. Wichita Transit does have benches, bike racks, and shelters at many locations.
  - a. The locations are generally not coordinated with crossings.
  - b. The locations do follow Wichita Transit guidelines for where to locate the Wichita Transit racks, benches, shelters, along the roadway.
    - i. Far side location
    - ii. Must allow for ADA
  - c. In some locations the Wichita Transit benches, shelters, and racks cannot be installed because of ADA constraints.
- 3. Wichita Transit does utilize funding to make pedestrian related improvements.
  - a. Wichita Transit has installed walkways to connect bench and shelter locations to existing pavement (i.e. Towne East Mall connection to the parking lot along the north parking lot).
  - b. Generally the improvements are limited to the bench/shelter locations and not leading to the location.
  - c. The Douglas TOD is an example of transit improvements with bus stops.

- 4. Wichita Transit is currently exploring potential system changes, including routes and frequency.
- 5. The Westside route is being improved, with new service along Maize Road. This has occurred through the consolidation of two previous routes and expansion of the route.
- 6. Transit does collect information about where riders embark on the buses.
- 7. Para transit rides are an important service. Para transit services are generally more expensive than regular bus routes. Wichita Transit will be running a pilot project for a neighborhood feeder in an area where para transit ridership is high.
  - a. The para transit ride application is available on the Wichita Transit website.

#### 8. Transit Use

a. Ridership for the entire system was up in 2005 and down in 2012. The drop in 2012 might be related to the cuts in service and may not be reflective of individual routes.

#### **State/Regional Agency Staff Listening Session**

#### Wichita Pedestrian Master Plan



State/Regional Agency Staff

**Meeting Summary** 

July 17, 2013, 9:30 a.m. – 10:30 a.m.

Wichita City Hall, 10<sup>th</sup> Floor

455 N. Main, Wichita

**Attendance** 

Participants: Kristen Zimmerman, Jim Weber, Zach Edwardson

Ciara Schlichting, Peter Lagerwey, Scott Wadle

Project Team:

None

Others:

- 1. Introductions
  - a. Everyone introduced themselves.
- 2. Why a Pedestrian Master Plan?
  - a. Ciara, Pete, and Scott provided a brief overview of why the City was undertaking the planning process, how it will be funded, and what the planning process includes.
- 3. Discussion kid safety issues and opportunities for improvement
  This portion of the agenda provided an opportunity for the participants to share their thoughts
  about the community related to walking, conversation highlights are listed below and are organized according to topic areas.
  - a. WAMPO planning process
    - i. Long Range Transportation Plan
      - 1. Fall 2013 to Summer 2015
      - 2. Includes visioning process
      - 3. Includes prioritization process for funding applications
    - ii. Transportation Improvement Plan
      - 1. Currently under development
      - 2. \$12M total
        - a. \$850,000 for Transportation Alternatives
    - iii. Functional Classification System
      - 1. Update underway
      - Other principal arterials need to be classified as on National Highway System according to MAP21
  - b. WAMPO Pathway Plan
    - i. not well implemented
    - ii. Connections between WAMPO LRP and local plans
      - 1. Are referenced
      - 2. No funding criteria points for facilities adapted in local plan
  - c. WAMPO Bicycle/pedestrian counts
    - i. 2012;
    - ii. 2013 (planned)
  - d. WAMPO Bicycle/Pedestrian Project Funding
    - i. Need pedestrian facilities near increased trip generators
    - ii. "Regional" pedestrian facilities are difficult to identify
    - iii. Funding bicycle/pedestrian projects is new for WAMPO
      - a. Was previously KDOT that allocated the TE funds
  - e. Sedgwick County
    - 1. Good relationships between WAMPO, county, and city
      - a. Have monthly meetings
    - 2. Citizens look to county to build connections to Wichita
    - 3. Cities don't want to spend their own funds want federal funds for bicycle and pedestrian facilities
    - 4. Don't have plan, but have CIP
      - a. Locals drive their projects
      - b. Need pedestrian demand to justify building pedestrian facilities

- 5. Communities asking the County to make connections between communities
- 6. Current bike/ped project is the Derby and Wichita "aviation pathway," from McGove to K-15
- ii. Sedgwick County arterials
  - 1. Traditionally, sidewalks were built in county, then inherited by city through annexation
  - 2. Now consist of 2-lane rural roadways
    - a. 2-in design a couple of feet of shoulder
  - 3. In rural areas, county builds roads with an open ditch
    - a. Locals may then build sidewalk
      - i. i.e., Maize Road from Wichita to Maize, near 21<sup>st</sup> St.
      - ii. Goddard school at 126h St. & Maple
      - iii. Need safe pedestrian route to this school
      - iv. Need a design template
  - 4. Wichita/Sedgwick subdivisions
    - a. 120 ROW on arterials
    - b. 60 ROW (existing) buy ROW for expansion projects, set 100' total
  - 5. Difficult to implement stormwater regulations
- iii. Pedestrian plan recommendations
  - 1. Engage ADA stakeholders
    - a. Use their assistance to identify curb ramps
  - 2. Need to negotiate scoring for applications
    - a. Applications come in, then go to committee
    - b. No clear criteria or scoring
    - c. No plan in place that identifies project priorities
      - Potential to use regional transit system to justify these criteria
    - d. Negotiations will be a political process at the TAC
    - e. Need a transparent and fair process
- 4. Wrap up and next steps

#### **Fire Department Staff Listening Session**

# WICHITA

#### Wichita Pedestrian Master Plan

Meeting with Fire Department Staff

Meeting Summary

July 17, 2013, 3:20 p.m. – 3:45 p.m.

City Hall, 10<sup>th</sup> Floor

455 N. Main St.

**Attendance** 

Participants: Robert Thompson

Peter Lagerwey, Ciara Schlichting, Scott Wadle

Planning Team:

None

Others:

This meeting was an informal opportunity to learn more about the Fire Department authority and influence on the design of subdivisions in Wichita. The meeting did not have a formal agenda. Below are highlights from the conversation.

- 1. The Planning Team members thanked Mr. Thompson for joining them on such short notice, and introduced themselves.
- 2. The Subdivision Regulations specify the length of streets that are allowed.

#### 3. Fire Code

- a. The Fire Code trumps the Subdivision Regulations, per the City Council decision.
- b. The City of Wichita utilizes the International Fire Code, with some modifications.
  - i. The City of Wichita increased the amount of housing units from 30 to 50 that require a second entrance to the subdivision.
  - ii. Generally, developers usually work pretty close with staff and are willing to do what is necessary for fire protection purposes.

#### 4. Second Entrance

- a. A second entrance to a subdivision can be provided by away of a gated entrance that the Fire Department can access in the event of an emergency.
  - i. The Fire Department is comfortable with the second entrance prohibiting nonemergency motor vehicle access but allowing pedestrian access.
  - ii. The Fire Department does not allow unpaved or partially paved with grass surfaces for new second entrances for emergency purposes. Any new second entrances required for emergency purposes must also have curbs.
- b. Generally, the second entrance provides access to an arterial.
  - i. These can consist of a regular street access, or a cul-de-sac with a gate to prevent non-emergency motor vehicle access.
- c. In some cases, the second subdivision entrance can be provided by connecting the internal subdivision roadway to an internal roadway within a different subdivision.
  - i. In some cases, this has resulted in highly controversial platting cases because the adjoining subdivision did not want the connection.

- 1. In some cases this has been resolved by installing a gate to prevent nonemergency access.
  - a. An example of this approach can be seen at the Preston Trails subdivision.

#### **Health Organizations Listening Session**

#### Wichita Pedestrian Master Plan



**Health Organizations Listening Session** 

**Meeting Summary** 

July 17, 2013, 7:30 a.m. – 8:30 a.m.

Central YMCA

402 N. Market

**Attendance** 

Participants: Mim McKenzie, Jeff Usher

Peter Lagerwey, Ciara Schlichting, Scott Wadle

Project Team:

None

Others:

- 1. Introductions
  - a. Everyone introduced themselves.
- 2. Why a Pedestrian Master Plan?
  - a. Ciara, Pete, and Scott provided a brief overview of why the City was undertaking the planning process.
- Discussion Walking in Wichita
   This portion of the agenda provided an opportunity for the participants to share their thoughts about the community related to walking, conversation highlights are listed below and are organized according to topic areas.
  - a. Future development should consider walkability
    - i. A policy should be instituted to require consideration of walking and bicycling

- ii. Need to develop incentives to do the right thing (i.e. projects that help people to be healthier, like mixed-use developments, etc.)
  - 1. By not doing so, missed opportunity
- iii. Siting and design policies should consider walking and bicycling
  - 1. Schools
    - a. i.e., Walkability not raised during Southeast High School relocation discussion
    - b. still have neighborhood schools
    - c. Locating schools on the edge of the City has infrastructure costs beyond the school district (i.e. sidewalks etc.)
  - 2. City parks
    - a. Council Member indicated at a function that the City was not going to be providing neighborhood scale parks and would focus on regional parks
    - b. Many parks are not accessible by walking or bicycling Sedgwick County Park should become a pedestrian destination
    - c. Currently, people drive to use the park
    - d. Need more walkable/bike-able routes to destination parks
- iv. Encourage usage of neighborhood parks
  - 1. People don't use them enough
  - 2. It is a bad idea to focus only on destination parks

a.

- b. Design matters in enhancing walkability
  - i. Need policies to require adequate design to enhance walkability
- c. Need seniors within walking distance of businesses and services
  - i. There are empty retail locations
  - ii. Grocery stores not in walking distance for seniors
- d. Safety and repair is critical in walkability
  - i. What Mim hears from neighborhood groups:
    - 1. Inadequate lighting
    - 2. Sidewalks in disrepair, including issues with trees and cracks
    - 3. Residents need to repair sidewalks in front of their homes
    - 4. Costs can be an issue some property owners have a challenge to pay for the sidewalk repairs
    - 5. Should use CBDG funds and other funds for sidewalk repairs
    - 6. Maybe the neighborhood associations or HOAs can provide matching funding
  - ii. Kid safety is important
    - 1. Kids can't walk or ride on sidewalks
    - 2. Parents don't feel it's safe to walk to school
    - 3. Riding the bus isn't perceived as cool for teens and isn't safe, but provides freedom
  - iii. Downtown area is fine
    - 1. Signage is fine, but counts are down
  - iv. Needs related to walking
    - 1. Need longer pedestrian signals
    - 2. Crosswalks are not marked well
      - a. Need stop bars for automobiles

- b. Many crosswalks are brick and don't stand out
- 3. Need to incorporate bicycle/pedestrian education in drivers' Ed and KDOT testing for license
  - a. This is important, because cars rule in the Midwest
- e. Several goals were identified during this session:
  - i. Intertwine pedestrian master plan with bicycle master plan
    - 1. This isn't a huge to-do list
    - 2. It should be part of a bigger plan
    - 3. Need to look at bicyclists and pedestrians together
      - a. Both are forms of active transportation
    - 4. Also look at Parks Recreation and Open Space Plan
- f. Attendees identified several key messages:
  - i. Pedestrian enhancements should be multi-generational
    - 1. Make it so kids and moms can walk
  - ii. Don't have any income-related messages in regard to pedestrian usage
    - 1. Don't point out low income neighborhoods
  - iii. Make sure that kids can walk to school
    - 1. Include magnet schools
      - a. They are currently designed for busing
    - 2. Include neighborhood schools
  - iv. Don't frame pedestrian activity as an individual behavior
    - 1. Need to create an environment that is favorable to walking
      - a. Only 25% of people have been shown to properly exercise
      - b. Need to have a daily routine, which walking can be a part of
      - c. People need the desire to be active
  - v. Frame pedestrian activity as a lifestyle, and not just intentional fitness
    - 1. Increase stair use
    - 2. Increase walking by parking farther away
  - vi. Frame pedestrian improvements as economic development
    - 1. Creating an area where young professionals want to be
  - vii. Increasing walkability supports economic development
    - 1. Draws more young professionals to town
  - viii. Data collection is important
    - 1. We should be measuring success
    - 2. WAMPO Bicycle/pedestrian counts in September
    - 3. YMCA statistics
    - 4. Track Walktober and Bike Month events
    - 5. Youth risk surveys from the health department
    - 6. Conduct a perception survey every 3 years
    - 7. Should come back to review drafts
  - ix. Create a culture of walking and walkability
    - 1. Increase awareness of bike path along river
      - a. Need safety in numbers by increasing usage
        - Not perceived as safe because of homeless individuals present
      - b. Many people don't know about the path
    - 2. Create this culture in neighborhoods
      - a. Support recreational walking

- b. Need to make walking a lifestyle
- 3. Master Bicycle Plan an important part of changing culture
  - a. This is because of both the practical use and the policy aspect
- 4. Embrace the changing demographics of Wichita
  - a. Don't try to resist these changes
- 4. Future opportunities for community engagement
- 5. Wrap up and next steps

#### **Wichita City Staff Listening Session**

#### Wichita Pedestrian Master Plan



City Staff

**Meeting Summary** 

July 16, 2013, 10:00 a.m. - 11:30 a.m.

Wichita City Hall, 10<sup>th</sup> Floor

455 N. Main, Wichita

#### **Attendance**

Participants: Neil Strahl, Linda Firsching, Jess McNeely, Paul Gunzelman, Julianne Kallman, Paul

Hays

Peter Lagerwey, Ciara Schlichting, Scott Wadle

PlanningTeam:

None

Others:

- 1. Introductions
  - a. Everyone introduced themselves.
- 2. Why a Pedestrian Master Plan?
  - a. Ciara, Pete, and Scott provided a brief overview of why the City was undertaking the planning process, how it will be funded, and what the planning process includes.

#### 3. Discussion

This portion of the agenda provided an opportunity for the participants to share their thoughts about the community related to walking, conversation highlights are listed below and are organized according to topic areas.

#### a. New Development

- i. Sidewalk Ordinance
  - 1. 1979 sidewalk ordinance provides subdivision regulations
  - 2. New subdivisions are required to have sidewalks on collectors
  - 3. 48 lots triggers sidewalks on one side, but there is no requirement if through connectivity
  - 4. If plot adjoins a school or park, then must connect
  - 5. Connectivity on stub streets should be encouraged
  - 6. Ultimately, the City Council makes the call about whether sidewalks are required or not.
- ii. Subdivision Regulations
  - 1. Fire and Police access for 50 lots
    - a. Two points of access required for emergency vehicles
  - 2. Process for standard plats
    - a. Staff create recommendation
    - b. Planning Commission gets recommendation from staff, but PC ultimately has final decision
    - c. Appeals to PC are met with inconsistent decisions
      - i. This is due to expense, cut thru traffic, and connecting neighborhoods with different price points
        - 1. Residents generally do not want to connect neighborhoods with different price points
    - d. City Council makes the final decision
- iii. Community Unit Plan
  - 1. Required for commercial 6 acres in size or more
  - 2. Reviewed by Planning staff
  - 3. doesn't require pedestrian circulation, Planning staff recommend that the CUP site plans include it
  - 4. Requires site plan
  - 5. The first parcel in makes the first pedestrian connection to the arterial sidewalk
- iv. Commercial and not a PUD
  - 1. Metro Building and Code Enforcement plans examiner will review for compliance with the sidewalk ordinance
- v. Driveway or curb-cut
  - 1. Inspected by Public Works and Utilities, Engineering sidewalk inspectors
- b. CIP
- i. \$450,000 budgeted each year for arterial sidewalks and curb ramps
  - 1. Focus was on wheelchair ramps due to previous lawsuits
  - 2. Current focus is on complains, requests, and desires
    - a. Some requests for  $33^{rd} 25^{th}$
    - b. Requests have generally been along arterials, not many on collectors

- c. Are working with schools on crosswalks
- c. ADA transition plan is needed
  - 1. CIP projects usually get built right
    - a. They have strong ADA requirements
  - 2. Redevelopment doesn't require a site plan review
    - a. Pedestrian circulation required if it is a PUD
  - 3. Industrial areas don't always meet cross slope requirements
- d. Schools
  - i. Put a sidewalk on their properties
  - ii. Request city to put in sidewalks
  - iii. For new residential developments, connections to nearby schools are internal to the development
- e. Repair and Maintenance
  - i. The City operates a revolving budget of \$150,000 a year
    - 1. Complaint-driven
    - 2. City generates cost estimates, then gives options to property owners for repair
      - a. Renters talk to landlord first
      - b. Repairs or replacements
        - i. City makes the repair (5 year special assessment)
        - ii. Property owner can replace on their own
      - c. If a shared-use path, then the City only charges for the replacement costs of a regular sidewalk
  - ii. CDBG funds of \$75,000 a year for repair and maintenance
    - 1. Complaint-driven repairs
    - 2. Repair whole blocks
    - 3. Some funds are used for corner curb ramps
- f. Crossings
  - i. Mid-block crossings are installed by city
    - 1. Many of these requests are from schools
    - 2. There are no official school walking routes
- g. Missing links and connectivity
  - There are unique engineering issues related to constructability of pedestrian facilities
- h. Curb cut
  - i. removal:
    - 1. Through plotting process, will close
    - 2. Through condemned sidewalk program
- i. Pedestrian detours
  - i. "Sidewalk closed" sign not required to detour pedestrian traffic
  - ii. Traffic detours
    - 1. Street permit used
      - a. Parking removed
      - b. Lane detours
- j. Sidewalk obstructions
  - i. Chapter 10
    - 1. City sends out letters if obstruction reported
  - ii. Snow removal

- iii. Obstruction ordinance used to get snow removal outside of downtown
- k. Minor Street Privilege
  - i. Sidewalk Café Plan
    - 1. Review design standards
      - a. Must maintain 6' clearance
      - b. Located next to buildings
- I. Examples of challenges
  - i. Oliver, south of 21st St. at WSU
    - 1. Has a golf course, so no walking allowed
  - ii. Bradley Fair
    - 1. Stormwater issues PVC pipe dumps onto sidewalk
  - iii. E. Douglas
    - 1. Cars on sidewalk on Douglas
- 4. The Planning Team members thanked the participants for meeting with them and the meeting was concluded on time.

#### **Safe Kids Listening Session**

#### Wichita Pedestrian Master Plan



Safe Kids

**Meeting Summary** 

July 15, 2013, 3:00 p.m. – 4:00 p.m.

Wichita City Hall, 10<sup>th</sup> Floor

455 N. Main, Wichita

#### **Attendance**

Participants: Ronda Lusk, Charlie Fair

Ciara Schlichting, Scott Wadle

Planning Team:

None

Others:

- 1. Introductions
  - a. Everyone introduced themselves.
- 2. Why a Pedestrian Master Plan?
  - a. Ciara and Scott provided a brief overview of why the City was undertaking the planning process, how it will be funded, and what the planning process includes.
- 3. Discussion kid safety issues and opportunities for improvement
  This portion of the agenda provided an opportunity for the participants to share their thoughts
  about the community related to walking, conversation highlights are listed below and are organized according to topic areas.
  - a. There are a number of current activities in place
    - i. Safe Kids
      - 1. Celebrating 25 years in Wichita
      - 2. Focus on unintentional injuries
      - 3. Membership includes (not limited to)
        - a. USD 259 representative
        - b. WPD representative
    - ii. Safe Kids Pedestrian safety committee, sponsored by FedEx
    - iii. Safety town events (sponsored by Kohl's and Via Christi)
      - 1. Trailers (such as in schools and city hall)
      - 2. Stop signs
      - 3. Pedestrian treatments
      - 4. Pop-up safety tents
    - iv. Walk to School Day has been in place for 12 years
    - v. Halloween in the Park 1,200 kids
      - 1. College Park neighborhood shuts down streets
  - b. Not many kids walk to school because of...
    - a. safety concerns
    - b. Inclement weather (rain, heat)
    - c. Traffic congestion (especially around drop offs)
    - d. Lack of safe routes from cars to school
    - e. Distracted walkers and drivers
      - i. Fewer districted individuals than in other communities, but those who were districted were significantly districted
    - f. Closing elementary schools, community schools, neighborhood schools detrimental to pedestrian issues
    - g. Fewer community schools, lots of magnet schools.
    - h. Schools be constructed on the outskirts of cities, some out in fields without sidewalks to access the schools.
  - c. Issues were identified at specific schools
    - i. Pleasant Valley Elementary School and Bryant Middle School
      - 1. Close calls with drop offs
      - 2. Issues with mid-block crossings
      - 3. Distracted walkers

- 4. Residents and drivers complain about 2 blocks away
- ii. McCollum Elementary School
  - 1. Walk around school or walk to school
  - 2. Stop a couple of blocks away (without parents dropping off)
- iii. Marshall Middle School
  - 1. Nice drop off on 17<sup>th</sup>, but not used
- iv. Harry St. Elementary School
  - 1. Create direct paths (mid-block) and put in crossing signal
- d. Drop offs are of particular concern
  - i. Need attractive and convenient drop offs and speed reduction
  - ii. Motor vehicle congestion at the drop off locations is a problem
  - iii. Parents drop of children up to three blocks away from school to avoid the congestion near the school.
  - iv. Maybe drop off locations could include shelters like the one at the 21<sup>st</sup> Street Nomar site?
- e. Need to evaluate all schools in terms of their walkability
  - i. Crosswalks
    - 1. More are needed
    - 2. Some don't connect to sidewalks
  - ii. Sidewalks
    - 1. Are often limited and are in poor condition
  - iii. Walking to and from school buses to school
    - 1. To and from school is different
  - iv. Drop off patterns
- f. More data needs to be collected regarding pedestrian safety
  - i. Investigate middle schools more
    - 1. Students and parents
      - a. Safety survey: "Why don't your kids walk"?
  - ii. Motor vehicle crashes with pedestrians in and around vehicles, as well as "near misses"
    - 1. Data from Level 1, 2 and 3 Trauma Centers for South Central Kansas
    - 2. Not a lot of money when not an increase in number of deaths
  - ii. Principals have also report a number of near misses to Safe Kids representatives.
- g. Suggestions to increase walking to school and safety
  - i. Adopt a culture of safety
  - ii. Schools being able to inform parents that their children has arrived
  - iii. Safe routes to school using GIS data
    - 1. Create open source/geo wiki to report problems
      - a. University of Oregon as an example
  - iv. Have assemblies in school
  - v. Teach safety education in schools
    - 1. None required, but some do it (such as Goddard High School)
    - 2. Most don't do it
    - 3. Can be taught as part of Physical Education
  - viii. More money and volunteers needed
  - ix. Need to observe locations on good and bad weather days.

- x. Need a better system to let parents know if a child did or did not make it to school. The current system can take until the afternoon to notify parents.
- xi. The City should...
  - 1. review all school sites for improvements
    - a. Crosswalks
    - b. Markings
    - c. Signals
  - 2. Help form a walking school bus
  - 3. Conduct evidenced based pedestrian planning
  - 4. Utilize an online / phone application reporting system like Shareabouts for individuals to report problems with sidewalks, etc.
  - 5. Bring back the Safe and Drug Free Schools Wichita Police. They were wonderful about educating students.
  - 6. Contact the Sedgwick County Health Department staff for more information about pedestrian related efforts.
- ii. Consider creating a pop-up event where helmets, reflectors, and water bottles are distributed.
- 4. Safe Routes to School
  - a. Safe Kids partnered with the WAMPO, USD 259 and others to produce a SRTS plan for two schools in Wichita.
    - i. Looked at crash data
    - ii. Installed improvements
      - 1. Ped signals
      - 2. Crosswalk
    - iii. Did not have funding for a walking school bus, but wanted to try one.
    - iv. Looked at the sexual offender registry too.
- 5. Future opportunities for community engagement
- 6. Wrap up and next steps

#### **Seniors Organizations Listening Session**

#### Wichita Pedestrian Master Plan



**Seniors Organizations** 

**Meeting Summary** 

July 15, 2013, 4:30 p.m. - 5:30 p.m.

Wichita City Hall, 10<sup>th</sup> Floor

455 N. Main, Wichita

**Attendance** 

Participants: Annette Graham, Sharon Fearey, Lisa Collier (called in), Cathy Landwehr

Ciara Schlichting, Scott Wadle

Project Team:

None

Others:

- 1. Introductions
  - a. Everyone introduced themselves.
- 2. Why a Pedestrian Master Plan?
  - a. Ciara and Scott provided a brief overview of why the City was undertaking the planning process, how it will be funded, and what the planning process includes.
- Discussion seniors mobility challenges and opportunities for improvement
   This portion of the agenda provided an opportunity for the participants to share their thoughts
   about the community related to walking, conversation highlights are listed below and are organized
   according to topic areas.
  - a. Walking
    - i. Malls are popular sites for seniors to walk
      - 1. Safe, easy access, climate controlled, and even surface
      - 2. They drive or take bus to get there
      - 3. Fear of falling
    - ii. Neighborhoods
      - 1. Overgrowth
      - 2. Uneven sidewalks
      - 3. Not well maintained walking infrastructure
      - 4. Sidewalks sometimes in poor locations right up against the street
  - b. More people walking makes seniors feel safer as pedestrians
    - i. Eyes on the street
  - c. Seniors "aging in place" need connections to services
    - i. Utilitarian need to access pharmacies, grocery stores, etc.
    - ii. Need to look at sidewalk connections to services
    - iii. Former neighborhood services, such as grocery stores, have closed
    - iv. Seniors will drive as long as they can (not during rush hour or on certain roads); once they can't drive they typically don't walk far
  - d. Public transportation needs to be improved
    - i. Regular bus takes too long
      - 1. Need to come downtown to go West/East
      - 2. May not have amenities, shelters, or are paved
      - 3. Few seniors use buses to get to senior centers

- ii. Medical (Red Cross) transportation (door-to-door) and Para-transit popular alternatives
- e. Seniors need improvements as pedestrians
  - i. Improve drainage
    - 1. Shouldn't have to step over mud
  - ii. Need more time from cross walk signals
    - 1. Identified Douglas Avenue, across from Century II as specific location for this
  - iii. Need senior crossing signs, similar to school crossing signs
  - iv. Need more even sidewalk surfaces
- f. They believe that taxes should be raised to fund:
  - i. Crosswalks
  - ii. Repair sidewalks
  - iii. Wheelchair-accessible curb cuts
  - iv. Traffic calming
  - v. Crosswalk timing
  - vi. Creating safe, well-lit ways to get to public transportation so that it will be used
  - vii. Public transit needs to be improved takes a long time to get anywhere
    - 1. Frequency
    - 2. Access
- g. Sidewalks need to be improved
  - i. Not well maintained
    - 1. Vegetation problems
  - ii. No buffer along roadway
  - iii. Crossings are not convenient
    - 1. Have to go out of the way to cross streets
  - iv. Missing or impassible sidewalks
    - 1. Washington Blvd, Lincoln
- h. Incentives needed to get people walking
  - i. Walking groups
  - ii. Programs exist to encourage seniors to walk
    - 1. Greenway, McLean
      - a. Cross Walk Tennis Club
      - b. Park
    - 2. AARP has a walking program
    - 3. Schreiber Park Plan with Dan Burden
    - 4. Walk with Ease
      - a. Arthritis-based walking program
    - 5. Sedgwick County Department on Aging Silver Sneaker program
      - a. Teach them to walk safely
      - b. Get them into walking groups
      - c. Prizes
      - d. Socialization is key peer pressure
- i. Should connect land use for seniors with pedestrian access
  - i. Locate senior housing close enough to services that they can walk to
  - ii. Need to be in locations where sidewalks are available
  - iii. Need mixed use zoning
  - iv. Need the city to be planned for purposeful walking

- j. Need to look at locations of seniors and improve pedestrian access in these areas
  - 1. 31st & Colvin
  - 2. Planeview Neighborhood
  - 3. Save-a-lot good for senior housing along 13<sup>th</sup>
  - 4. McAdams
  - 5. NE Bel Aire
  - 6. Central NE
  - 7. 21<sup>st</sup> & Summerset
  - 8. 13<sup>th</sup> & West by Dillons (West Park Towers)
  - 9. 21<sup>st</sup> & Amidon
    - a. Need intersection improvements here to increase access to Dillon's and Dollar General
  - 10. Pawnee/Broadway (west)
  - 11. North Houston Center
  - 12. Indian Hills
  - 13. Schwitter Neighborhood (AARP)
  - 14. Dan Burden
  - 15. Park Lane Manor (old Salvation Army)
  - 16. Lincoln & Harry, east of Oliver (WWII housing)
  - 17. Blvd. Plaza
    - a. Safe place for shops, services
    - b. Need roundabout, parking along storefronts
- 4. Future opportunities for community engagement
- 5. Wrap up and next steps

# Appendix F: Performance Measures Additional Information

#### **Contents**

Purpose	1
Goals	
Benchmark: Increase the amount of walking in Wichita over the next 10 years by 50%	
Benchmark: Reduce the Pedestrian Fatality Rate by one third over the next 10 years	3
Benchmark: Increase to 60 percent the percent of survey respondents rating ease of walking in Wichita as "excellent or good".	
KDOT Crash Data	
Census Data (Walking to Work)	
Pedestrian Fatality Rate Data	

#### **Purpose**

This document is a brief paper to review information collected as a follow-up to requests made by committee members during the 6/10/2014 Pedestrian Master Plan Steering Committee and Technical Advisory Committee meeting.

#### Goals

The Plan goals are listed below.

- Goal 1: Provide a safe and welcoming pedestrian network
- Goal 2: Improve community accessibility and connections for pedestrians
- Goal 3: Promote a citywide culture of walking

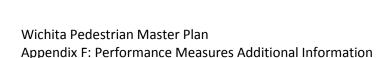
# Benchmark: Increase the amount of walking in Wichita over the next 10 years by 50%.

#### Base lines:

- 1. Census data The U.S. Census Bureau 2010-2012 American Community Survey 3-Year Estimate reports that walking is the primary means of transportation to work for 1.3 percent of Wichita resident workers age 16 and over.
- 2. WAMPO The WAMPO bicycle and pedestrian counts reported 724 pedestrians recorded during the count periods.

#### Notes

• Increasing the amount of people who indicate that walking is their primary means of transportation to work would increase the number from 2,321 people to 3,482 people (see the Census data later in this document for more information).



# Benchmark: Reduce the Pedestrian Fatality Rate by one third over the next 10 years.

#### Baseline:

3. The Pedestrian Fatality Rate per 10,000 daily pedestrian commuters is calculated by taking average number of annual pedestrian fatalities from crashes with motor vehicles (calculated from KDOT data) divided by the estimated annual number of commuters walking to work, divided by 10,000 (from Census American Community Survey three year average). The Alliance for Biking and Walking 2014 Benchmarking Report reports the 2009-2011 Pedestrian Fatality Rate for Wichita at 16.8.

#### **Notes**

- There is a discrepancy between the Pedestrian Fatality Rate calculated in the 2014 Bicycling and Walking Benchmarking report and my calculations. I suspect this is due the data source for the number of pedestrian fatalities.
- If the Pedestrian Fatality Rate was reduced by 1/3<sup>rd</sup> then it would be approximately 11.1. This can be accomplished by:
  - increasing the number of people who walk to work by 50 percent (this matches the current benchmark);
  - o reducing the average number pedestrians killed in motor vehicle crashes each year by approximately 65 percent; or
  - o a combination of the two.
- The average number of pedestrian fatalities from motor vehicle crashes has remained fairly consistent since 2005 –around 4 deaths per year (see the KDOT crash data).
- The number of people 16 years and older that report walking as their primary means of transportation to work has fallen since 2005, but remained relatively stable since 2008.
- The calculated Pedestrian Fatality Rate for Wichita has remained fairly consistent with a score around 17. One exception was the period 2008-2010, when the average number of pedestrian fatalities went down by 1 fatality. This resulted in a score of 12.9 (see the Pedestrian Fatality Rate Data for more info).
- The Pedestrian Fatality Rate for the Peer Cities reviewed as part of this planning process.

City	2007-2009	2009-2011
Kansas City, MO	10.6	20.7
Denver, CO	5.1	7.7
Omaha, NE	1.6	4.6
Oklahoma City, OK	12.1	20.0

# Benchmark: Increase to 60 percent the percent of survey respondents rating ease of walking in Wichita as "excellent or good".

#### Baseline:

1. Year 2012: As part of the National Citizen Survey, 47 percent of Wichita survey respondents rated the east of walking in Wichita as "excellent" or "good".

#### **Notes**

- The results of the survey are proprietary to each community, so there is no master list to compare communities.
- A quick internet search shows the following responses from residents for the question related to the ease of walking in the city. The percentage indicates those that responded good or excellent.

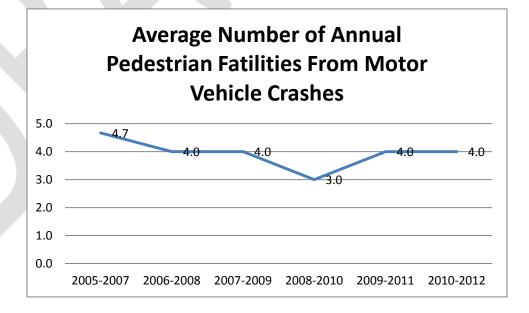
	2012	2011	2010	2009	2008
Kansas City, MO		Different surve	y company an	nd questions	
Denver, CO	68%	71%	70%	67%	68%
Omaha, NE	No results online				
Oklahoma City, OK	Different survey company and questions				

#### **KDOT Crash Data**

KDOT Data - Crashes Involving Pedestrians in the Wichita City Limits				
	All	Deaths	Injuries	Unharmed
2000	91	1	92	1
2001	115	6	112	0
2002	116	3	115	1
2003	93	1	97	0
2004	87	3	86	2
2005	82	3	82	2
2006	102	5	102	0
2007	114	6	111	0
2008	77	1	80	0
2009	88	5	87	0
2010	80	3	81	0
2011	77	4	78	0
2012	102	5	108	0
2013	72	5	78	0
	1,296	51	1,309	6

#### Average Pedestrian Deaths from Motor Vehicle Crashes

Years	Deaths
2005-2007	4.7
2006-2008	4.0
2007-2009	4.0
2008-2010	3.0
2009-2011	4.0
2010-2012	4.0



#### **Census Data (Walking to Work)**

ACS 3 Year Estimates				
	Walking as Primary Means of Transportation to Work	Total Pop Workers 16 years and	Number - walking as primary means of transportation to	
Year	16 and Older	over	work and 16 or over	
2005-2007	1.6%	168,908	2,703	
2006-2008	1.4%	172,468	2,415	
2007-2009	1.3%	175,002	2,275	
2008-2010	1.3%	179,047	2,328	
2009-2011	1.3%	177,915	2,313	
2010-2012	1.3%	178,565	2,321	
2024 - 50% increase			3,482	
2024 - 300% increase			6,964	
Source: table S0801				

Walking as Primary Means of Transportation to Work 16 and Older

1.8%
1.6%
1.4%
1.2%
1.0%
0.8%
0.6%
0.4%
0.2%
0.0%

2005-2007 2006-2008 2007-2009 2008-2010 2009-2011 2010-2012

#### **Pedestrian Fatality Rate Data**



	Average number of pedestrian and motor vehicle crash pedestrian	Estimated annual number of commuters	Pedestrian	Ped. Fatalities rate per 10K
	fatalities (KDOT)	walking to work (ACS)	Fatality Rate	daily ped commuters
2005-2007	4.7	2,703	17.3	0.27
2006-2008	4.0	2,415	16.6	0.24
2007-2009	4.0	2,275	17.6	0.23
2008-2010	3.0	2,328	12.9	0.23
2009-2011 City of Wichita	4.0	2,313	17.3	0.23
2024 Wichita - increased				
pedestrians by 50%	4.0	3,470	11.5	0.35
2024 Wichita - reduced deaths by 35%	2.6	2313	11.2	0.23

### Pedestrian Safety in Cities

Pedestrians account for 27% of traffic fatalities in major U.S. cities.

Despite comprising 5% of trips to work and nearly 13% of all trips, pedestrians in major U.S. cities account for over a quarter of traffic fatalities. In Honolulu, New York, and San Francisco, roughly half of all traffic fatalities are pedestrians. Boston has the lowest pedestrian fatality rate.

Legend: = High value = Low value

Sources: FARS 2007-2009, ACS 2009
Notes: (1) All fatality data in this
table are based on the 3-year average number of fatalities from 20072009. (2) Pedestrian fatality rate was
calculated by dividing the number
of annual pedestrian fatalities (averaged between 2007-2009) by population (weighted, or multiplied, by
share of the population walking to
work). (3) All averages are weighted
by population except for annual
reported pedestrian fatalities.



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	Annual reported	Ped. fatalities	% Of all traffic fatalities		edestrian ities (1)
City	pedestrian fatalities (1)	Rate per 10K daily peds (1.2)	that are pedestrians (1)	Under age 16	Over age 60
Albuquerque	12.3	11.3	26.1%	0%	16%
Arlington, TX	5.0	7.0	18.1%	7%	7%
Atlanta	14.7	6.4	25.4%	16%	2%
Austin	17.7	11.0	29.0%	2%	11%
Baltimore	14.3	3.4	32.3%	7%	16%
Boston	8.3	0.9	34.2%	0%	32%
Charlotte	12.3	8.9	18.5%	3%	8%
Chicago	46.7	2.8	27.3%	14%	21%
Cleveland	4.3	2.3	11.7%	0%	23%
Colorado Springs	1.7	1.7	7.6%	20%	20%
Columbus	12.3	6.0	21.6%	5%	3%
Dallas	33.0	14.4	24.1%	6%	10%
Denver	12.7	5.1	31.4%	5%	26%
Detroit	29.3	9.8	26.9%	6%	13%
El Paso	12.3	9.2	25.5%	8%	22%
Fort Worth	17.3	20.0	25.7%	8%	12%
Fresno	8.3	8.8	24.8%	12%	12%
Honolulu	8.7	2.9	45.6%	0%	69%
Houston	51.3	10.4	23.0%	8%	8%
Indianapolis	10.3	6.0	14.2%	10%	16%
Jacksonville	23.0	18.7	18.1%	4%	13%
	11.0	10.7	18.9%	18%	6%
Kansas City, MO		8.4	A STATE OF THE STA	3%	110.10
Las Vegas	9.7		24.0%	7.17	28%
Long Beach	10.0	7.2	30.9%	10%	17%
Los Angeles	86.0	6.4	31.9%	6%	22%
Louisville	13.3	10.2	19.5%	13%	5%
Memphis	12.0	8.8	12.1%	6%	11%
Mesa	5.3	6.0	17.0%	0%	6%
Miami	17.0	10.4	34.7%	6%	31%
Milwaukee	11.7	4.2	33.0%	17%	26%
Minneapolis	4.0	1.6	18.2%	0%	25%
Nashville	10.0	9.9	14.8%	3%	10%
New Orleans	12.3	5.9	30.8%	8%	5%
New York	148.7	1.7	53.9%	6%	35%
Oakland	7.3	4,1	22.9%	18%	0%
Oklahoma City	9.3	12.1	13.0%	14%	4%
Omaha	2.0	1.6	9.4%	0%	0%
Philadelphia	32.0	2.5	31.1%	15%	28%
Phoenix	42.3	14.9	25.1%	7%	12%
Portland, OR	7.7	2.6	27.1%	4%	22%
Raleigh	8.7	8.2	28.3%	15%	8%
Sacramento	8.7	5.7	24.8%	4%	23%
San Antonio	24.7	9.1	20.5%	3%	16%
San Diego	21.7	5.8	25.6%	3%	29%
San Francisco	20.7	2.5	48.8%	3%	50%
San Jose	13.7	7.4	29.7%	5%	34%
Seattle	10.0	1.9	40.5%	0%	43%
Tucson	10.3	5.3	20.7%	6%	29%
Tulsa	12.0	13.8	23.4%	8%	8%
Virginia Beach	4.3	4.7	15.5%	0%	23%
Washington, DC	14.0	2.0	39.3%	7%	29%
Mean/Average (3)	18.8	4.0	26.9%	7%	21%
Median	12.0	6.0	24.8%	6%	16%
High	148.7	20.0	53.9%	20%	69%
Low	1.7	0.9	7.6%	0%	0%
LOW	1./	0.9	7.0%	076	076

#### Pedestrian Safety in Large Cities

	Average annual pedestrian Pedestrian fatalities per	% of all traffic fatalities	% of pedestrian fatalities		
	fatalities reported	10k walking commuters (1)	that are pedestrians	Under age 16	Overage 64
Albuquerque	9.7	19.1	22.7%	6.9%	10.3%
Arlington, TX	4.3	13.9	14.8%	30.8%	15.4%
Atlanta	12.7	14.6	28.6%	13.2%	7.9%
Austin	15.7	14.0	27.5%	2.1%	10.6%
Baltimore	11.7	6.7	33.7%	8.6%	22.9%
Boston	4.0	0.9	25.5%	0.0%	33.3%
Charlotte	17.0	22.0	32.1%	5.9%	5.9%
Chicago	34.0	4.5	24.9%	9.8%	28.4%
Cleveland	3.3	5.2	10.9%	30.0%	0.0%
Colorado Springs	2.0	3.4	10.0%	33.3%	16.7%
Columbus	12.3	11.1	22.8%	5.4%	8.1%
Dallas	26.0	26.3	23.4%	2.6%	15.4%
Denver	9.7	7.7	26.6%	6.9%	17.2%
Detroit	25.7	40.1	27.1%	2.6%	13.0%
El Paso	13.0	24.7	21.9%	2.6%	28.2%
Fort Worth	11.7	29.6	18.5%	2.9%	11.4%
Fresno	9,3	25.6	29.5%	3.6%	10.7%
Honolulu	8.7				46.2%
		5.2	41.9%	0.0%	
Houston	43.0	20.1	20.8%	1.6%	8.5%
Indianapolis	15.0	19.9	21.5%	15.6%	17.8%
Jacksonville	20.3	41.6	20.5%	6.6%	18.0%
Kansas City, MO	10.0	20.8	15.4%	6.7%	10.0%
Las Vegas	8,3	17.1	29.1%	4.0%	24.0%
Long Beach	7.0	12.4	24.7%	4.8%	28.6%
Los Angeles	89.0	14.0	38.9%	4.5%	24.3%
Louisville	13.3	24.2	21.9%	7.5%	22.5%
Memphis	14.7	29.1	18.0%	4.5%	6.8%
Mesa	3.7	10.6	12.6%	0.0%	9.1%
Miami	14.0	21.2	37.2%	4.8%	40.5%
Milwaukee	10.0	7.7	24.6%	16.7%	13.3%
Minneapolis	5.7	4.5	29.3%	0.0%	17.6%
Nashville	10.7	20.4	16.5%	3.1%	12.5%
New Orleans	8.0	9.6	23.8%	8.3%	4.2%
New York City	148.7	4.0	55.0%	6.3%	30.7%
Oakland	4.7	6.3	18.7%	7.1%	42.9%
Oklahoma City	8.7	20.0	11.9%	3.8%	7.7%
Omaha	2.7	4.6	13.1%	0.0%	12.5%
Philadelphia	30.3	5.8	33.1%	13.2%	17.6%
Phoenix	37.7	29.6	26.4%	6.2%	17.7%
Portland, OR	9.0	5.8	30.0%	3.7%	11.1%
Raleigh	7.0	17.2	25.0%	19.0%	19.0%
	12.7	21.9	31.9%	0.0%	21.1%
Sacramento		24.5			
San Antonio	30.7		24.8%	6.5%	13.0%
San Diego	21.7	11.4	30.4%	7.7%	20.0%
San Francisco	17.0	4.0	51.0%	0.0%	41.2%
San Jose	12.3	15.6	31.4%	0.0%	37.8%
Seattle	8.0	2.7	32.0%	0.0%	37.5%
Tucson	15.3	19.0	28.9%	10.9%	19.6%
Tulsa	6.7	19.3	14.0%	10.0%	20.0%
Virginia Beach	4.0	6.9	16.7%	16.7%	8.3%
Washington, DC	11.7	3.3	43.8%	8.6%	22.9%
Wichita	4.0	16.8	13.8%	8.3%	16.7%
arge cities average	17.2	8.3	27.8%	6.2%	20.8%
arge cities median	11.7	14.3	24.9%	6.1%	17.4%
High	148.7	41.6	55.0%	33.3%	46.2%
Low	2.0	0.9	10.0%	0.0%	0.0%

Sources: FARS 2009–2011, ACS 2009–2011 Notes: All fatality data are based on the 3-year average number of fatalities from 2009–2011. Because of the great fluctuations in fatality data from year to year, this rate should be seen as a rough estimate. (1) Pedestrian fatality rate was calculated by dividing the number of annual pedestrian fatalities (averaged between 2009–2011) by the estimated annual number of commuters walking to work (ACS 2009–2011).

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# Appendix G – Draft 2014-2015 Annual Implementation Work Plan

Wichita residents expressed a desire for improvements to improve conditions for walking in Wichita, shown through multiple meetings, surveys, and plans. In 2013 and 2014, the Wichita stakeholders developed the Wichita Pedestrian Master Plan (Plan) as a guide for how our City can improve conditions for walking. This civic plan was endorsed by the City Council on ####. The Plan recommends that the City produce an annual implementation work plan and seek approval of it by the Wichita Bicycle and Pedestrian Advisory Board in order to ensure year to year progress toward implementing the Plan. This document is the City's annual implementation work plan for 2014-2015, approved by the Wichita Bicycle and Pedestrian Advisory Board at their ##### meeting. This work plan was developed through coordination with the department directors of the lead departments identified in the Plan strategies and actions (Chapter #).

#### 2014-2015 Implementation Actions

Target	City Lead	Plan
	Department	Strategy
Create street design guidance manual and present to City Council	Planning	Strategy 1
for endorsement		
Create and present a routine accommodation policy to City Council	Planning	Strategy 6
for endorsement		
Update the Report Wichita mobile application maintenance	IT	Strategy 7
reporting tools to submit pedestrian maintenance issues		
Assist with the identification and inventory of one (1) school	Public Works	Strategy 6
walking route.		
Create marked crosswalk policy	Public Works	Strategy3
Submit a request for funding for the street tree program	Parks	Strategy 8
Partner with Safe Kids to support Walk to School Day 2015	Police	Strategy 9
Publish an Implementation Progress report for the Pedestrian	Planning	Strategy #
Master Plan		

ATTEST:	
Jack Brown, Wichita Bicycle and Pedestrian Advisory Board Chairperson	Date

#### Rationale

Below are brief highlights for why the individual actions listed above are included in this annual work plan.

#### Create street design guidance manual and present to City Council for endorsement

- The design guidance will impact many City projects now and into the future.
- The design guidance can establish a standard for good design that improves the safety of and conditions for walking.
- This action is timely, as the City is current developing the design guidance.

#### Create and present a routine accommodation policy to City Council for endorsement

- The routine accommodation policy will benefit many City projects now and into the future.
- This action is timely, as the City is currently developing the policy.

### Update the Report Wichita mobile application maintenance reporting tools to submit pedestrian maintenance issues

- The City unveiled the application Report Wichita in 2013 and this will be an opportunity to
  ensure the City's commitment to maintaining the application.
- This will be an opportunity to expand the capacity of an existing application.
- Enhanced ways to report issues related to sidewalks impacts a large percentage of Wichita residents

#### Assist with the identification and inventory of one (1) school walking route

This action will be an opportunity to try the identification and inventory for the first time.

#### Create marked crosswalk policy

- This is a onetime action that will impact many projects today and into the future.
- There are many synergies with the creation of the City's street design guidance.

#### Submit a request for funding for the street tree program

- The funding of this program can benefit Wichita residents throughout the City.
- This action is a way for the Park Department to be engaged in the implementation process in 2015.

#### Partner with Safe Kids to support Walk to School Day 2015

• This will be an opportunity to continue the existing partnership with Safe Kids.

#### Publish an Implementation Progress report for the Pedestrian Master Plan

• This action is key to celebrating the successes and providing accountability for the implementation of the Plan.

# Appendix H – Prioritization Checklist

This appendix presents an example project prioritization checklist. A structured process to determine which projects meet the Pedestrian Plan goals is presented in Chapter 6 and recommended as an implementation action (see Strategy 10). This example checklist uses nine categories to prioritize projects. The categories are weighted based on how well they address the goals of the Wichita Pedestrian Master Plan (see Chapter 3) with a total possible score of 100 points. Projects receiving the highest scores should be considered to be more in line with the Plan and are recommended for prioritization over projects with lower scores.



# Wichita Pedestrian Master Plan Project Prioritization Checklist - Example

Project Name	
<b>Project Description</b>	
Planned	
<b>Construction Date</b>	
Project Manager	

#### **Students**

Maximum of 20 points possible

Weighting Category	Score				
1. Is the proposed project within 0.25 miles of a school property?					
• Yes (10 points)					
No (0 points)					
<ol><li>Is the proposed project along a school walking route?</li></ol>					
Yes (15 points)					
No (0 points)					
<ol> <li>Will the proposed project make improvements to one or more</li> </ol>					
pedestrian crossings that is/are along school walking route?					
<ul> <li>Yes (20 points)</li> </ul>					
No (0 points)					
Highest Scor	е				

#### **Seniors**

Maximum of 20 points possible

	Score					
1.	Is the proposed project within 0.25 miles of a multi-family senior					
	housing development?					
	<ul><li>Yes (10 points)</li></ul>					
	<ul><li>No (0 points)</li></ul>					
2.	Is the proposed project along a senior walking route?					
	<ul><li>Yes (15 points)</li></ul>					
	No (0 points)					
3.	3. Will the proposed project make improvements to one or more					
pedestrian crossings that is/are along senior walking route?						
	Yes (20 points)					
	No (0 points)					
	Highest Score					

#### **Pedestrian Crossings**

Maximum of 15 points possible

Will the proposed project improve a priority pedestrian crossing identified as part of Strategy 2 or 3 in the Pedestrian Plan?

• Yes (15 points)

• No (0 points)

#### **Gaps**

Maximum of 10 points possible

Will the proposed project fill in a gap in the existing pedestrian network?

• Yes (10 points)

• No (0 points)

#### **Safety**

Maximum of 10 points possible

Is the proposed project along a one mile segment of a Safety Corridor with 15 crashes or more?

- Yes, a segment with 15 or more crashes (10 points)
- Yes, a segment with 1-14 crashes (5 points)
- No (0 points)

#### **Transit Users**

Maximum of 10 points possible

Weighting Category	Score
1. Will the proposed project provide a connection to a transit route?	
Yes, 1 route (5points)	
<ul> <li>Yes, 2+ routes (10 points)</li> </ul>	
No (0 points)	
3. Will the proposed project make a pedestrian crossing improvement	
along a transit route?	
Yes (10 points)	
Highest Score	

#### **Public Concern**

Maximum of 5 points

Will the proposed project address a public concern, such as comments submitted through Wichita Reports or other documented concerns?

- Yes (5 points)
- No (0 points)

#### **Travel Connections**

Maximum of 5 points

Will the proposed project provide a connection between transportation origins and destinations?

- Yes (5 points)
- No (0 points)

#### **Public Park or Amenity Connections**

Maximum of 5 points

Will the proposed project provide access to one or more parks and/or public amenities?

- Yes (5 points)
- No (0 points)

#### **Total Score:**

Note: an additional consideration may be needed to address geographic equity of the distribution of projects.

Wichita Pedestrian Master Plan Appendix H: Prioritization Checklist

# Appendix I: Policy Considerations for Design Treatments

The design treatments described in Chapter 7 are intended to be used as a toolbox for City staff and the general public of options that can be applied to Wichita's streets to improve pedestrian safety and increasing walk trips, key elements of the Plan. Below are additional policy recommendations that would supplement these design concepts.

#### Sidewalk Zone

- When reconstructing sidewalks and relocating utilities, all above ground utility access points should be relocated outside of the Pedestrian Zone, where practicable to reduce slip and trip hazards.
- In certain contexts (e.g., business districts, historic areas, major transit stops) pavement
  materials such as brick, stone or textured concrete may be desired. In such cases a maintenance
  agreement that identifies the entity responsible for ongoing maintenance will be required.

#### **Building Frontage Zone**

- Consider requiring primary building entrances to be visible and directly accessible from the sidewalk.
- Parking encroachment from adjacent parking lots into the Sidewalk Zone should be avoided with
  the use of appropriate set-backs or barriers such as wheel stops or curb on private property, or
  by requiring a widened Frontage Zone as a revision to the building code or Wichita Municipal
  Code.

#### **Amenity Zone**

- For new developments in business districts and where opportunities are available to create additional width, site designs should accommodate wider sidewalks with generous Amenity Zones in the future.
- Permeable paving may be considered where appropriate. Refurbished, reused and recycled materials should be considered.

#### **Downtown Streets**

• The Amenity Zone is characterized by planters and high-quality finishes. Street furniture, bike parking, public art, wayfinding, sidewalk cafes and unobtrusive utility elements are featured in the Amenity Zone.

#### **Business District Corridors**

• The Amenity Zone should be as generous as possible and flexible in order to accommodate green infrastructure, public art, transit amenities, sidewalk cafes and public space that support a variety of activities. Amenity Zone widths can range from 6 feet to 12 feet.

#### **Connector Trail**

- Connector trails can be established through various policy mechanisms in existing and new developments:
  - Voluntary easement
  - Easement required at time of property sale: designate the purpose of the easement or land reserved to public use
  - Development regulations
- Utility easements (may be included in easement for utility access).
- Develop a network of paths to create links between neighborhoods, open spaces, recreational areas and schools.
- Review proposed zoning ordinances to ensure that use and development potential are appropriately supported by either existing or planned transportation systems.

#### **Driveway Design**

Review and update the city of Wichita Driveway Design Standards Plates

#### **Driveway Consolidation**

- Systematically review and remove redundant driveways at locations with high levels of pedestrians. Use in areas such as downtown and in business districts. (Also see Driveways Near Intersections).
- Review all public and private projects to ensure that driveways are either removed or relocated from close proximity to intersections.
- If driveway consolidation is possible, remove the driveway entrances closest to the intersection.
- On major arterials there are minimum driveway spacing requirements to provide sufficient distance between driveways for driver expectancy and traffic flow purposes.

#### **Driveways Near Intersections**

- For new development, incorporate Access Management Guidelines into the site review process.
- For redevelopment projects, provide guidance for consolidation of driveways per the Access Management Guidelines. Review and remove redundant driveways at locations with high levels of pedestrian use such as downtown and neighborhood commercial areas.
- Review and update the City of Wichita Building Code for driveway placement in relation to intersections.

- Review all public and private projects to ensure that driveways are either removed or relocated from close proximity to intersections.
- If driveway consolidation is possible, remove the driveway entrances closest to the intersection.
- Review and revise the Access Management Guidelines to specify how the measure the distance of the driveway from the property line.

#### **Illumination Along Corridors**

• Illumination should be targeted at intersections and mid-block crossings; and secondarily along roadways.

#### **Illumination at Pedestrian Crossings**

- Priority should be given to providing enhanced pedestrian lighting at intersections near high use areas.
- Target areas with higher crash rates and pedestrian volumes, universities/schools, major transit routes, and pedestrian generators.

#### **Modify Skewed Intersections**

• Priority should be given to intersections with identified crash problems, on school walking routes, near transit stops, or with high pedestrian use.

#### **Back In Angle Parking**

• Update Wichita Parking Standards to include back-in angle parking.

### Appendix J: Pedestrian Collision Data

Pedestrian Collision Data for the City of Wichita compiled by the Kansas Department of Transportation.

Data as of 5/15/2014

# WICHITA MOTOR VEHICLE ACCIDENT SUMMARY INVOLVING PEDESTRIANS

	ACCIDENTS			PEOPLE			
Year	Total	Fatal	Injury	PDO*	Deaths	Injuries	#ofPeds
2000	91	1	90	-	1	101	94
2001	115	6	109	-	6	129	118
2002	116	3	113	-	3	125	119
2003	93	1	92	-	1	98	98
2004	87	3	83	1	3	88	91
2005	82	3	77	2	3	84	87
2006	102	5	97	-	5	103	107
2007	114	6	108	-	6	117	117
2008	77	1	76	-	1	80	81
2009	88	5	83	-	5	92	92
2010	80	3	77		3	84	84
2011	77	4	73	-	4	78	78
2012	102	5	96	1	5	108	108
2013	72	5	67	-	5	78	82
2014**	14	-	14	-	7	16	15
Totals:	1,310	51	1,255	4	51	1,381	1,371

<sup>\*</sup> Property Damage Only

 $<sup>\</sup>ensuremath{^{**}}$  Data are incomplete and unofficial at this time.

# Wichita Pedestrian Master Plan October Revisions

#### Purpose

This document summarizes significant changes in the October 20, 2014 draft of the Wichita Pedestrian Master Plan that differ from the previous version reviewed by the City advisory boards and planning commission.

- Page 81 added a note that the design guidance is for the City of Wichita public projects and not a requirement for private development.
- Pages 83 157 added a note to each page indicating that the information is design guidance and not requirements.
- Pages 83, 85, and 87:
  - o revised the Frontage Zone preferred dimensions from 2-6 feet to 2-8 feet;
  - o revised the Pedestrian Zone minimum desirable dimensions from 8 and 6 feet to 5 feet;
  - o revised the Amenity Zone minimum desirable dimensions from 6 and 5 feet to 5 feet.

#### City of Wichita City Council Meeting November 4, 2014

**TO:** Mayor and City Council

**SUBJECT:** Amendment to Metropolitan Area Planning Department Filing Fees

**INITIATED BY:** Metropolitan Area Planning Department

**AGENDA:** New Business

<u>MAPD Staff Recommendation</u>: Place the Ordinance on first reading and authorize the necessary signatures.

**Background:** Historically, filing fees for development applications were reviewed and adjusted every three years. In 2001, the Wichita City Council indefinitely deferred a proposed ten percent increase in filing fees. However, the proposed increase was eventually approved in February, 2005. In the nearly ten years since then, the Planning Department has not requested a filing fee increase. Planning staff is recommending the increases to the filing fees shown in Attachment #1. These adjustments, if adopted, would become effective upon final publication of the Ordinance.

<u>Analysis</u>: The proposal is to increase filing fees by 15 percent across the board (with rounding to the nearest five dollars.) This increase averages approximately 1.67 percent a year over the last nine years which is less than the inflation rate of 22 percent over the same period. The amendment would help to offset increased costs to operate the department (salaries, employee benefits, commodity items used in normal office operations and technology improvements to enhance customer service provided by staff).

<u>Financial Considerations</u>: The recommended fee increases will generate estimated additional revenue of \$25,000 annually over current levels. The 2015 Adopted Budget included increased fee revenue to enhance cost recovery and sustainability of the Planning Fund. Current filing fees collected offset about ten percent of department costs.

**<u>Legal Considerations</u>**: The Law Department has reviewed and approved the Ordinance as to form.

**<u>Recommendation/Actions</u>**: It is recommended that the City Council place the Ordinance on first reading and authorize the necessary signatures.

#### **Attachments:**

- Attachment #1 MAPD Filing Fees
- Attachment #2 Ordinance (Delineated)
- Attachment #3 Ordinance

#### (150004) Published in the Wichita Eagle on November 28, 2014

#### ORDINANCE NO. 49-887

A ORDINANCE AMENDING THE SECTIONS 2.26.010, 2.26.020 AND 2.26.030 OF THE CODE OF THE CITY OF WICHITA, KANSAS, PERTAINING TO FEES AND CHARGES FOR PLANNING AND ZONING, BOARD OF ZONING APPEALS AND SUBDIVISION APPLICATIONS AND PROCEEDINGS; AND REPEALING THE ORIGINAL SECTION.

#### BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

SECTION 1. Section 2.26.010 of the Code of the City of Wichita shall be amended to read as follows:

Sec. 2.26.010 Fees for zoning applications. For the purpose of defraying costs of zoning proceedings, the governing body establishes the following schedule of fees:

(1) Change of zoning district boundaries or classification. Upon the filing of each application for a change of zoning district boundaries or classification where authorized by the zoning ordinance, the following shall be paid based on the zoning classification requested:

"RR", "SF-20", "SF-10", "SF-5", "TF-3"	\$505 plus \$25 per acre
"MF-18", "MF-29", "MH", "U", "B", "NO", "GO", "NR"	\$760 plus \$25 per acre
"LC", "GC", "CBD", "OW", "IP", "LI", "GI"	\$1,010 plus \$25 per acre

(2) *Community Unit Plan*. Upon the filing of each application for a Community Unit Plan (C.U.P.), the following shall be paid:

Original – when filed separately	\$1,010 plus \$25 per acre
Original – when filed with rezoning application	\$695 plus \$25 per acre
Major Amendments (design or use change that would affect 50% or more of the area contained with the C.U.P.)	\$1,010
Minor Amendments (design or use change that would affect less than 50% of the area contained with the C.U.P.)	\$695

(3) *Planned Unit Development*. Upon the filing of each application for a Planned Unit Development (P.U.D.), the following shall be paid:

Original	\$1,010 plus \$25 per acre	
Major Amendments (design or use change that	\$1,010	

would affect 50% or more of the area contained with the P.U.D.)

Minor Amendments (design or use change that would affect less than 50% of the area contained with the P.U.D.)

\$695

(4) *Protective overlay*. No fee shall be charged to process a Protective Overlay (P.O.) except in the following instances:

A fee of five hundred five dollars (\$505) shall be paid upon the filing of a new application for a Protective Overlay.

A fee of five hundred five dollars (\$505) shall be paid upon the filing of each application for an amendment or termination of a Protective Overlay in any district, except for property zoned "LC" Limited Commercial or "GC" General Commercial six (6) acres in size or larger.

Property zoned "LC" Limited Commercial or "GC" General Commercial six (6) acres in size or larger held in a single ownership or under single control shall be charged a fee equal to that charged for a Community Unit Plan as established in Sec. 21-47(a)(2).

(5) Conditional Use. Upon the filing of each application for a conditional use (C.U.), the following shall be paid:

Residential Use \$380

Non-Residential Use \$635 plus \$25 per acre

Renewal one-half the fee listed for the applicable use

Filed with zone change application one-half the fee listed for the applicable use

- (6) *Deferral*. An applicant requesting deferral of a case shall be charged a fee of one hundred twenty five dollars (\$125) to cover administrative costs at such time that the deferral is granted.
- (7) *Adjustment*. A fee shall be charged for processing an adjustment to a Community Unit Plan, Planned Unit Development, Conditional Use, Protective Overlay, or Zoning standard. If the applicant appeals the Zoning Adjustment to the Board of Zoning Appeals, said fee shall be credited toward the fee required for a Variance as established in sec. 21-48(a).

Residential Use \$160

Non-Residential Use \$160

Additional Zoning Adjustment \$55

on same lot

Administrative Permit for \$160

wireless facility

- (8) Withdrawal. If an applicant should withdraw an application that requires governing body approval within two (2) weeks after the Planning Commission hearing, the applicant shall be refunded fifteen (15) percent of the application fee.
- (9) *Receipt*. A written receipt shall be issued to the person making such a payment and records thereof shall be kept in such a manner as prescribed by law.

SECTION 2. Section 2.26.020 of the Code of the City of Wichita shall be amended to read as follows:

Sec. 2.26.020 For the purpose of defraying costs of Board of Zoning Appeals (BZA) proceedings, the governing body establishes the following schedule of fees to be paid at the time of filing for the application:

(1) Appeals of Administrative Interpretations	\$100
Zoning Verification Letter	\$100
Zoning Interpretation Letter	\$100
(2) Variances for Residential Uses	\$440 plus \$33 per additional zoning lot
Additional variance on same zoning lot	\$125
(3) Variances for Non-Residential Uses	\$635 plus \$33 per additional zoning lot
Additional variance on same lot	\$190
(4) Modified Site Plan Review	\$100
(5) Time Extension for BZA conditions	\$65

A separate fee shall be required for each proceeding

SECTION 3. Section 2.26.030 of the Code of the City of Wichita shall be amended to read as follows:

Sec. 2.26.030 For the purpose of defraying costs of subdivision applications and proceedings, the governing body establishes the following schedule of fees:

- (a) *Subdivision applications*. Upon the filing of each application for subdivision approval, the following shall be paid:
  - (1) One hundred ninety dollars (\$190.00) for a sketch plat. Said one hundred ninety dollar fee shall be credited toward the fee required for a preliminary plat as established in subsection b.
  - (2) Seven hundred sixty dollars (\$760.00) plus sixteen dollars (\$16.00) per lot for a preliminary plat. If the property is zoned or approved for rezoning to other than a one-family or two-family district, a sixteen-dollar per acre fee will be charged instead of sixteen dollars (\$16.00) per lot.
  - (3) Seven hundred sixty dollars (\$760.00) plus sixteen dollars (\$16.00) per lot for a one-step plat. If the property is zoned or approved for rezoning to other than a one-family or two-family district, a sixteen-dollar per acre fee will be charged instead of sixteen dollars (\$16.00) per lot.
  - (4) Whenever an overall preliminary plat is finaled out in portions, each final plat after the first shall be charged a fee of five hundred five dollars (\$505.00) for administration purposes.

- (5) A two-hundred-twenty-five-dollar fee shall be charged for any revised preliminary or final plat which, in the opinion of the director of planning, requires a rehearing before the subdivision and utility advisory committee. If, in the opinion of the director of planning, proposed revisions are so significant as to constitute a new plat, the fee required for a preliminary plat as established in subsection b. will be charged.
- (6) Three hundred fifteen dollars (\$315) plus eight dollars (\$8) per lot for a replat resulting from requirements of zone case approval. Said Three hundred fifteen dollars (\$315) plus eight dollars (\$8) per lot filing fee shall be charged when the zone change involves an existing platted lot(s) for which a building permit could be issued. If the property is approved for rezoning to other than one-family or two-family district, an eight dollar per acre fee shall be charged instead of eight dollars (\$8) per lot.
- (b) Lot split applications. Upon the filing of each application for lot split approval, the following shall be paid:
  - (1) Residential zoned lot split two hundred fifty-five dollars (\$255.00) plus sixty-five dollars (\$65.00) per lot.
  - (2) Office, commercial or industrial zoned lot split three hundred fifteen dollars (\$315.00) plus sixty-five dollars (\$65.00) per lot.
- (c) *Vacation applications*. The filing fee for vacation applications shall be four hundred forty-five dollars (\$445.00). A lesser fee of two hundred twenty five dollars (\$225.00) shall be assessed for reprocessing a vacation case previously considered and approved by the planning commission and governing body, but never completed.
- (d) Amending letter of credit, performance bond, or cash guarantee. The fee for amending a letter of credit, performance bond or cash guarantee that was submitted to assure the construction of required improvements shall be sixty-five dollars (\$65.00).
- (e) *Street name change*. The fee for processing a street name change request shall be two hundred fifty five dollars (\$255.00).
- (f) *Extension of platting time*. The fee for processing a request for extension of platting time associated with a zone change request shall be sixty-five dollars (\$65.00) for an administrative action. A one-hundred-twenty-five-dollar fee shall be required for a platting time extension when governing body approval is required.
- (g) *Additional costs*. For subdivision applications, the charges associated with engineering costs and recording documents are in addition to the filing fees. These will be billed to the applicant.

SECTION 4. Section 2.26.040 of the Code of the City of Wichita shall be amended to read as follows:

Sec. 2.26.040 For the purpose of defraying costs, the governing body establishes the following schedule of fees:

- (a) Sign Code Adjustment. A fee of one hundred sixty dollars shall be charged for processing a sign code adjustment application. After the one hundred sixty dollar original fee for a sign code adjustment, any additional adjustments on the same lot shall require a fifty five dollar fee for each additional adjustment requested on the same application as the original adjustment. If the applicant appeals the sign code adjustment to the board of zoning appeals, the fee for the adjustment shall be credited toward the fee required for a variance as established in Section 2.26.020
- (b) *Special Review Approval for Off-Site Billboard Sign Permits*. A fee of five hundred seventy five dollars shall be charged for processing a special review approval for off-site billboard sign permit application.

SECTION 5. This ordinance shall be included in the Code of the City of Wichita and shall be effective upon its adoption and publication once in the official City newspaper.

## PASSED AND ADOPTED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS THIS 25th DAY OF November, 2014.

	Carl Brewer, Mayor
ATTEST:	
Karen Sublett, City Clerk	
APPROVED AS TO FORM:	
Sharon L. Dickgrafe, Interim City Attorney & Director of Law	
(SEAL)	

#### Attachment #1

### MAPD FILING FEES

APPLICATION TYPE	FILING FEES	PROPOSED INCREASE
ZONING CHANGES		
RR, SF-20, SF-10, SF-5, TF-3	\$440 + \$22/ACRE	\$505 + \$25/ACRE
MF-18, MF-29, MH, U, B, NO, GO, NR	\$660 + \$22/ACRE	\$760 + \$25/ACRE
LC, GC, CBD, OW, IP, LI, GI	\$880 + \$22/ACRE	\$1,010 + \$25/ACRE
COMMUNITY UNIT PLAN (CUP)		
ORIGINAL	\$880 + \$22/ACRE	\$1,010 + \$25/ACRE
ORIGINAL FILED WITH REZONING APPLICATION	\$605 + \$22/ACRE	\$695 + \$25/ACRE
MAJOR AMENDMENTS	\$880	\$1,010
MINOR AMENDMENTS	\$605	\$695
PLANNED UNIT DEVELOPMENT (PUD)		
ORIGINAL	\$880 + \$20/ACRE	\$1,010 + \$25/ACRE
MAJOR AMENDMENTS	\$880	\$1,010
MINOR AMENDMENTS	\$605	\$695
PROTECTIVE OVERLAY (PO)		
NEW (SEPARATE FROM ZONE CHANGE)		\$505
AMENDMENT OR TERMINATION	\$440	\$505
IN LIEU OF CUP	\$880 + \$22/ACRE	\$1,010 + \$25/ACRE
CONDITIONAL USE (CU)		
RESIDENTIAL USE	\$330	\$380
NON-RESIDENTIAL USE	\$550 + \$22/ACRE	\$635 + \$25/ACRE
FILED WITH REZONING APPLICATION	1/2 CU FEE	1/2 CU FEE
RENEWAL	1/2 ORIGINAL FEE	1/2 ORIGINAL FEE
APPEALS OF ADMINISTRATIVE INTERPRET.	\$85	\$100
ZONING VERFICATION LETTER		\$100
ZONING INTERPRETATION LETTER		\$100
VARIANCES		
RESIDENTIAL	\$380 + \$28/ZONING LOT	\$440 + \$33/ZONING LOT
ADDITIONAL VARIANCE ON SAME LOT	\$110	\$125
NON-RESIDENTIAL	\$550 + \$28/ZONING LOT	\$635 + \$33/ZONING LOT
ADDITIONAL VARIANCE ON SAME LOT	\$165	\$190
MODIFIED SITE PLAN REVIEW	\$85	\$100
TIME EXTENSION FOR BZA CONDITIONS	\$55	\$65
DEFERRAL (REQUESTED BY APPLICANT)	\$110	\$125
ADMINISTRATIVE ADJUSTMENTS		
RESIDENTIAL	\$140	\$160
NON-RESIDENTIAL	\$140	\$160
ADDITIONAL ZONING ADJUSTMENT ON SAME LOT	\$50	\$55
ADMINISTRATIVE PERMIT FOR WIRELESS FACILITY	\$140	\$160
OFF-SITE BILLBOARD SIGN PERMIT*	\$500	\$575
(* City Fee Only)	φ200	ψ575
SUBDIVISION	4.12	4400
SKETCH PLAT	\$165	\$190
PRELIMINARY PLAT	\$660 + \$14/LOT OR ACRE	\$760 + \$16/LOT OR ACRE
ONE-STEP PLAT	\$660 + \$14/LOT OR ACRE	\$760 + \$16/LOT OR ACRE
FINAL FORM ONLY	\$300 + \$7/LOT OR ACRE	(REMOVED IN 02/2009)
FINAL PORTIONS OF PRELIMINARY PLAT	\$440	\$505
REVISION TO PRELIMINARY PLAT	\$195	\$225
REPLAT AS CONDITION OF ZONING CHANGE	\$275 + \$7/LOT OR ACRE	\$315 + \$8/LOT OR ACRE
PLATTING TIME EXTENSION	\$55 ADMIN.; \$110 GOV. BODY	\$65 ADMIN.; \$125 GOV. BODY
AMENDED LETTER OF CR., BOND OR GUARANTEE	\$55	\$65
STREET NAME CHANGE	\$220	\$255
VACATION	\$385	\$445
REPROCESSING	\$195	\$225
LOT SPLIT		
RESIDENTIAL		
OFFICE, COMMERCIAL OR INDUSTRIAL	\$220 + \$55/LOT \$275 + \$55/LOT	\$255 + \$65/LOT \$315 + \$65/LOT

(150004) Published in the Wichita Eagl	e on
ORDINANCE NO.	

AN ORDINANCE AMENDING THE SECTIONS 2.26.010, 2.26.020 AND 2.26.030 OF THE CODE OF THE CITY OF WICHITA, KANSAS, PERTAINING TO FEES AND CHARGES FOR PLANNING AND ZONING, BOARD OF ZONING APPEALS AND SUBDIVISION APPLICATIONS AND PROCEEDINGS; AND REPEALING THE ORIGINAL SECTION.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

SECTION 1. Section 2.26.010 of the Code of the City of Wichita shall be amended to read as follows:

Sec. 2.26.010 Fees for zoning applications. For the purpose of defraying costs of zoning proceedings, the governing body establishes the following schedule of fees:

(1) Change of zoning district boundaries or classification. Upon the filing of each application for a change of zoning district boundaries or classification where authorized by the zoning ordinance, the following shall be paid based on the zoning classification requested:

"RR", "SF-20", "SF-10", "SF-5", "TF-3"	\$440 plus \$22 per acre \$505 plus \$25 per acre
"MF-18", "MF-29", "MH", "U", "B", "NO", "GO", "NR"	\$660 plus \$22 per acre \$760 plus \$25 per acre
"LC", "GC", "CBD", "OW", "IP", "LI", "GI"	\$880 plus \$22 per acre \$1,010 plus \$25 per acre

(2) *Community Unit Plan.* Upon the filing of each application for a Community Unit Plan (C.U.P.), the following shall be paid:

Original – when filed separately	\$880 plus \$22 per acre \$1,010 plus \$25 per acre
Original – when filed with rezoning application	\$605 plus \$22 per acre \$695 plus \$25 per acre
Major Amendments (design or use change that would affect 50% or more of the area contained with the C.U.P.)	\$880 \$1,010
Minor Amendments (design or use change that would affect less than 50% of the area contained with the C.U.P.)	\$605 \$695

(3) Planned Unit Development. Upon the filing of each application for a Planned Unit Development (P.U.D.), the following shall be paid:

Original \$880 plus \$20 per acre

\$1.010 plus \$25 per acre

Major Amendments (design or use change that would affect 50% or more of the area contained \$880

\$1,010

with the P.U.D.)

Minor Amendments (design or use change that would affect less than 50% of the area contained \$605

\$695

with the P.U.D.)

(4) Protective overlay. No fee shall be charged to process a Protective Overlay (P.O.) except in the following instances:

A fee of five hundred five dollars (\$505) shall be paid upon the filing of a new application for a Protective Overlay.

A fee of four hundred forty dollars (\$440) A fee of five hundred five dollars (\$505) shall be paid upon the filing of each application for an amendment or termination of a Protective Overlay in any district, except for property zoned "LC" Limited Commercial or "GC" General Commercial six (6) acres in size or larger.

Property zoned "LC" Limited Commercial or "GC" General Commercial six (6) acres in size or larger held in a single ownership or under single control shall be charged a fee equal to that charged for a Community Unit Plan as established in Sec. 21-47(a)(2).

(5) Conditional Use. Upon the filing of each application for a conditional use (C.U.), the following shall be paid:

Residential Use \$330

\$380

Non-Residential Use \$550 plus \$22 per acre

\$635 plus \$25 per acre

Renewal one-half the fee listed for the applicable use

Filed with zone change application one-half the fee listed for the applicable use

- (6) Deferral. An applicant requesting deferral of a case shall be charged a fee of one hundred ten dollars (\$110) one hundred twenty five dollars (\$125) to cover administrative costs at such time that the deferral is granted.
- (7) Adjustment. A fee of one hundred forty dollars shall be charged for processing an adjustment to a community unit plan, planned unit development, conditional use, protective overlay, or zoning standard. If the applicant appeals the zoning adjustment to the board of zoning appeals, said one hundred forty dollar fee shall be credited toward the fee required for a variance as established in Section 2.26.020. After the one hundred forty dollar original fee for a zoning adjustment, any additional zoning adjustments on the same lot shall require a fifty dollar fee for each adjustment. A fee shall be charged for processing an adjustment to a Community Unit Plan, Planned Unit Development, Conditional Use, Protective Overlay, or Zoning standard. If the

applicant appeals the Zoning Adjustment to the Board of Zoning Appeals, said fee shall be credited toward the fee required for a Variance as established in sec. 21-48(a).

Residential Use	\$140 \$160
Non-Residential Use	\$140 \$160
Additional Zoning Adjustment on same lot	\$50 \$55
Administrative Permit for wireless facility	\$140 \$160

- (8) *Withdrawal*. If an applicant should withdraw an application that requires governing body approval within two (2) weeks after the Planning Commission hearing, the applicant shall be refunded fifteen (15) percent of the application fee.
- (9) *Receipt*. A written receipt shall be issued to the person making such a payment and records thereof shall be kept in such a manner as prescribed by law.

SECTION 2. Section 2.26.020 of the Code of the City of Wichita shall be amended to read as follows:

Sec. 2.26.020 For the purpose of defraying costs of Board of Zoning Appeals (BZA) proceedings, the governing body establishes the following schedule of fees to be paid at the time of filing for the application:

(1) Appeals of Administrative Interpretations	\$ <del>85</del> \$100
Zoning Verification Letter Zoning Interpretation Letter	\$100 \$100
(2) Variances for Residential Uses	\$380 plus \$28 per additional zoning lot \$440 plus \$33 per additional zoning lot
Additional variance on same zoning lot	\$110 \$125
(3) Variances for Non-Residential Uses	\$550 plus \$28 per additional zoning lot \$635 plus \$33 per additional zoning lot
Additional variance on same lot	\$165 \$190
(4) Modified Site Plan Review	\$85 \$100
(5) Time Extension for BZA conditions	\$55 \$65

A separate fee shall be required for each proceeding

SECTION 3. Section 2.26.030 of the Code of the City of Wichita shall be amended to read as follows:

Sec. 2.26.030 For the purpose of defraying costs of subdivision applications and proceedings, the governing body establishes the following schedule of fees:

- (a) *Subdivision applications*. Upon the filing of each application for subdivision approval, the following shall be paid:
  - (1) One hundred sixty five dollars (\$165) One hundred ninety dollars (\$190) for a sketch plat. Said one hundred sixty five dollar fee one hundred ninety dollar fee shall be credited toward the fee required for a preliminary plat as established in subsection b.
  - (2) Six hundred sixty dollars (\$660) plus fourteen dollars (\$14) Seven hundred sixty dollars (\$760) plus sixteen dollars (\$16) per lot for a preliminary plat. If the property is zoned or approved for rezoning to other than a one-family or two-family district, a fourteen-dollar sixteen dollar per acre fee will be charged instead of fourteen-dollars sixteen dollars (\$14) (\$16) per lot.
  - (3) Six hundred sixty dollars (\$660) plus fourteen dollars (\$14) Seven hundred sixty dollars (\$760) plus sixteen dollars (\$16) per lot for a one-step plat. If the property is zoned or approved for rezoning to other than a one-family or two-family district, a fourteen dollar sixteen dollar per acre fee will be charged instead of fourteen dollars sixteen dollars (\$14) (\$16) per lot.
  - (4) Three hundred thirty dollars (\$330) plus seven dollars (\$7) per lot for a final-form only plat. If the property is zoned or approved for rezoning to other than a one-family or two-family district, a seven-dollar per acre fee will be charged instead of seven dollars (\$7) per lot.
  - (5) Whenever an overall preliminary plat is finaled out in portions, each final plat after the first shall be charged a fee of four hundred forty dollars (\$440) five hundred five dollars (\$505) for administration purposes.
  - (6) A one hundred ninety five dollar fee (\$195) two hundred twenty five dollar fee (\$225) shall be charged for any revised preliminary or final plat which, in the opinion of the director of planning, requires a rehearing before the subdivision and utility advisory committee. If, in the opinion of the director of planning, proposed revisions are so significant as to constitute a new plat, the fee required for a preliminary plat as established in subsection b. will be charged.
  - (7) Two hundred seventy five dollars (\$275) plus seven dollars (\$7) Three hundred fifteen dollars (\$315) plus eight dollars (\$8) per lot for a replat resulting from requirements of zone case approval. Said Two hundred seventy five dollars (\$275) plus seven dollars (\$7) Three hundred fifteen dollars (\$315) plus eight dollars (\$8) per lot filing fee shall be charged when the zone change involves an existing platted lot(s) for which a building permit could be issued. If the property is approved for rezoning to other than one-family or two-family district, an seven dollar eight dollar per acre fee shall be charged instead of seven dollars (\$7) eight dollars (\$8) per lot.
- (b) Lot split applications. Upon the filing of each application for lot split approval, the following shall be paid:
  - (1) Residential zoned lot split two hundred twenty dollars (\$220) plus fifty-five dollars (\$55) two hundred fifty-five dollars (\$55) plus sixty-five dollars (\$65) per lot.

- (2) Office, commercial or industrial zoned lot split two hundred seventy five dollars (\$275) plus fifty five dollars (\$55) three hundred fifteen dollars (\$315) plus sixty five dollars (\$65) per lot.
- (c) Vacation applications. The filing fee for vacation applications shall be three hundred eighty five dollars (\$385) four hundred forty five dollars (\$445). A lesser fee of one hundred ninety five dollars (\$195) two hundred twenty five dollars (\$225) shall be assessed for reprocessing a vacation case previously considered and approved by the planning commission and governing body, but never completed.
- (d) Amending letter of credit, performance bond, or cash guarantee. The fee for amending a letter of credit, performance bond or cash guarantee that was submitted to assure the construction of required improvements shall be fifty five dollars (\$55) sixty five dollars (\$65).
- (e) *Street name change*. The fee for processing a street name change request shall be two hundred twenty dollars (\$220) two hundred fifty five dollars (\$255).
- (f) Extension of platting time. The fee for processing a request for extension of platting time associated with a zone change request shall be fifty five dollars (\$55) sixty five dollars (\$65) for an administrative action. A one hundred ten dollar (\$110) one hundred twenty five dollar (\$125) fee shall be required for a platting time extension when governing body approval is required.
- (g) Additional costs. For subdivision applications, the charges associated with engineering costs and recording documents are in addition to the filing fees. These will be billed to the applicant. For lot split, street name changes and vacation applications, costs associated with recording and publishing documents shall be included as part of the filing fee and no separate recording or publishing costs will be billed to the applicant.

SECTION 4. Section 2.26.040 of the Code of the City of Wichita shall be amended to read as follows:

Sec. 2.26.040 For the purpose of defraying costs, the governing body establishes the following schedule of fees:

- (a) Sign Code Adjustment. A fee of one hundred forty one hundred sixty dollars shall be charged for processing a sign code adjustment application. After the one hundred forty one hundred sixty dollar original fee for a sign code adjustment, any additional adjustments on the same lot shall require a fifty dollar fifty five dollar fee for each additional adjustment requested on the same application as the original adjustment. If the applicant appeals the sign code adjustment to the board of zoning appeals, the fee for the adjustment shall be credited toward the fee required for a variance as established in Section 2.26.020
- (b) Special Review Approval for Off-Site Billboard Sign Permits. A fee of five hundred five hundred seventy five dollars shall be charged for processing a special review approval for off-site billboard sign permit application.

SECTION 5. This ordinance shall be included in the Code of the City of Wichita and shall be effective upon its adoption and publication once in the official City newspaper.

PASSED AND ADOPTED BY THE GOVERNIN  DAY OF		A, KANSAS IHI
	Carl Brewer, Mayor	
ATTEST:		
Karen Sublett, City Clerk		
APPROVED AS TO FORM:		
Sharon L. Dickgrafe, Interim City Attorney & Director of Law		
(SEAL)		

#### City of Wichita City Council Meeting Nov. 4, 2014

**TO:** Mayor and City Council

**SUBJECT:** Waiver of MABCD Special Assessment Fees

**INITIATED BY:** Law Department

**AGENDA:** New Business

\_\_\_\_\_

**Recommendation:** Approve the plan and place the ordinance on first reading.

**Background:** Blighted properties continue to be an issue in Wichita neighborhoods, particularly in inner city neighborhoods designated as Local Investment Areas (LIAs). Many of these properties, in addition to being blighted, are also tax delinquent. The City spends a significant amount of time abating these properties and attaching the associated costs to the property as special assessment fees. When the property ultimately sells at County Tax Foreclosure Sale, the City rarely recovers the attached special assessment fees.

Organizations such as Habitat for Humanity, Power CDC and Mennonite Housing partner with the City and build new homes in Wichita's LIAs. In order to do this, they often seek out property owners of vacant lots and offer to take over the lot and pay off the back taxes, or purchase the lot for a reasonable sum. Frequently with vacant lots in LIAs, the City has paid for the condemnation and demolition of the structure as well as regular mowing charges and often costs associated with illegal dumping abatements. These costs can amount to several thousand dollars, far exceeding the real value of the lot. Staff is proposing the City waive any special assessment fees that are related to MABCD expenditures on properities identified by local nonprofit housing organizations as building sites.

Staff reviewed the results of the Sedgwick County Tax Foreclosure sale that occurred on July 10, 2014; there were eight properties auctioned that had MABCD special assessments. The chart below depicts how much money the City had invested in the properties and how much the City recouped at the tax sale for the special assessments.

Address	MABCD assessments	Sold for	Assessments recouped by City
2321 N. Fairview	\$12,603.21	\$700	\$0
1547 N. Santa Fe	\$8,426.44	\$600	\$0
620 N. Cleveland	\$5,076.99	\$100	\$0
1817 N. Spruce	\$6,144	\$100	\$0
2715 E. 13 <sup>th</sup> St. N	\$10,688.38	\$100	\$0
1022 N. Green	\$3,245.48	\$50	\$0
1608 N. Volutsia	\$ 974.24	\$50	\$0
1619 N. Fairmount	\$24,588.90	\$5,500	\$415*
Total	\$71,747.64	\$7,200	\$415 (potentially)

<sup>\*</sup>This is the maximum amount possible to have been recovered; cannot verify because the tax sale proceeds reports don't differentiate between taxes owed and special assessments owed.

<u>Analysis</u>: In order to enhance the possibility that certain properties within the city of Wichita would be developed or rehabilitated, the waiver of the City's special assessments for lot clean-up, mowing, board-up, and

liens from judgments would be authorized by City Council. In order to obtain a waiver of said special assessments, an applicant would file a completed application with the City Treasurer's Office. The applicant would be required to meet all of the following requirements in order for the assessment waiver to be presented to City Council:

The

- The applicant must have a 501(c)(3) designation and have had such designation for at least five years;
- The property upon which the waiver is being requested must be located within one of the City of Wichita's designated Local Investment Areas;
- The new or rehabilitated home must be sold to an individual or individuals who will occupy the home as his/her/their primary residence
- The new or rehabilitated home must be sold by the applicant to an individual or individuals with a gross annual household income between 30-80% of the median income for Sedgwick County, Kansas

Following approval of the application by the City Treasurer's Office, it would be presented to the City Council for consideration. Upon review and approval by the City Council, the assessments would be waived and the appropriate documentation forwarded to the Sedgwick County Appraiser's Office. If the initial application is denied by the City Treasurer's Office, the applicant would have the right of appeal. The applicant would be required to file a written request with the City Clerk within ten (10) days of the denial. The hearing on such appeal shall be heard by the City Council.

By creating a more affordable process for moving tax deliquent and blighted properties to a nonprofit housing organization, it would eliminate ongoing expenditures by the City for services such as mowing and abating illegal dumping. Conversely, it would hasten the timeline for the property to become viable and added back to the tax rolls. This process would not apply to all tax delinquent properties, only those identified and applied for by a nonprofit housing organization.

<u>Financial Considerations</u>: Based on the historical trend of recovering an insignificant amount of MABCD special assessment fees, this proposal would not result in a loss of revenue for the City. This proposal has the potential of generating cost savings to the City by eliminating the need for ongoing mowing and abatement costs, and getting the property back on the tax rolls sooner.

<u>Legal Considerations:</u> The proposed ordinances have been prepared by the Law Department and are approved as to form.

**Recommendations/Actions:** It is recommended that the City Council approve the plan and place the ordinance on first reading.

**Attachments:** Ordinances, Local Investment Area map, application

220343

#### ORDINANCE NO. 49-885

AN ORDINANCE CREATING SECTION 18.16.100 OF THE CODE OF THE CITY OF WICHITA, KANSAS, PERTAINING TO THE WAIVER OF CERTAIN SPECIAL ASSESSMENT FEES

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

**Section 1**. Section 18.16.100 of the Code of the City of Wichita, Kansas, is hereby created to read as follows:

Waiver of Special Assessments imposed for the costs to raze and remove a dangerous and unsafe structure.

In order to enhance the possibility that certain properties within the city of Wichita will be developed or rehabilitated, the waiver of the City's special assessments for lot clean-up, mowing, board-up, and liens from judgments is hereby authorized. In order to obtain a waiver of said special assessments, an applicant must file a completed application form provided by the City Treasurer with the City Treasurer's Office. The applicant will establish all of the following requirements in order for the assessment to be waived: (1) The applicant must have a 501(c)(3) designation and have had such designation for at least five (5) years; (2) the real property upon which the waiver is being requested must be located within the City of Wichita's designated Local Investment

Area; (3) the new or rehabilitated home must be sold to an individual or individuals who will occupy the home as his/her/their primary residence, and (4) the new or rehabilitated home must be sold by the applicant to an individual or individuals with a gross annual household income between 30-80% of the median income for Sedgwick County, Kansas. Following approval of the application by the City Treasurer's Office, it will be presented to Council for consideration. Upon review and approval by the City Council, the assessments shall be waived and the appropriate documentation forwarded to the Sedgwick County Appraiser's Office by the City Treasurer. If the application is denied by the City Treasurer's Office, the applicant shall have the right of appeal from the denial by filing a written request with the City Clerk within ten (10) days of the denial. The hearing on such appeal shall be heard by the City Council." **Section 2**. This ordinance shall be included in the Code of the City of Wichita, Kansas, and shall be effective upon its passage and publication once in the official city paper. PASSED by the governing body of the City of Wichita, Kansas, this \_\_\_\_\_ day of \_\_\_\_\_\_, 2014. Carl Brewer, Mayor ATTEST: Karen Sublett, City Clerk Approved as to Form:

Sharon Dickgrafe Interim City Attorney and Director of Law

First	Published	in The	Wichita	Eagle of	on	

DELINEATED DATE

ORDINANCE NO.
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AN ORDINANCE AMENDING SECTION 8.01.065 OF THE CODE OF THE CITY OF WICHITA, KANSAS, PERTAINING TO SPECIAL ASSESSMENTS

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

SECTION 1. Section 8.01.065 of the Code of the City of Wichita is hereby amended to read as follows: "Abatement of nuisance by city; notice of costs; assessment and collection.

- (a) If the recipient of the notice of abatement fails to comply with the notice within the period of time designated in the notice, or fails to comply with the notice after a hearing on the matter, then the City may go onto the property to abate the violation in a reasonable manner. The City shall not be responsible for damage to property due to reasonable methods of gaining entrance onto the property or for damages to property in the reasonable exercise of its duty to the public to abate the violations. The City may use its own employees or contract for services to abate the violations of the Code.
- (b) If the City takes action to abate the violation, it shall provide a Notice of Costs to the property owner, representative, or tenant. The Notice of Costs shall be delivered by certified mail, return receipt requested, at the last known mailing address; or if the property is vacant or unoccupied, the Notice of Costs shall also

be posted on the property in a reasonable manner. The recipient shall have 30 days from the date of the Notice to make full payment. The Notice of Cost shall state:

- (1) The common or legal description of the property, or both;
- (2) The nature of the violation, including relevant ordinances;
- (3) The nature of the work performed to abate the violation;
- (4) The costs incurred for the abatement of the violations in either a lump sum or in itemized form;
- (5) That the notice is a demand for payment within thirty days from the date of notice;
- (6) That failure to pay the entire amount within thirty days shall allow the City to file a tax lien against the property or to pursue litigation for the recovery of the costs, or both;
- (7) That such additional remedies to recover costs shall include additional amounts including additional administrative costs, attorneys' fees when applicable, and interest;
- (8) That payment shall be made by check or money order made payable to the City of Wichita, Kansas, with no post-dating of the check, and sent to the address as stated within the notice with a written indication of the purpose for the payment and the address of the property where the violations occurred. Partial payments will not be accepted and shall be considered as non-payments.
- (c) If the payment of costs is not made within the thirty-day period, the City may levy

a special assessment for such costs against the lot or piece of land. The City Clerk at the time of certifying other City taxes to the County Clerk shall certify the aforesaid costs, and the County Clerk shall extend the same on the tax roll of the county against the lot or parcel of ground, and it shall be collected by the County Treasurer and paid to the City as other City taxes are collected and paid. Provided further, the City may collect the costs in the manner provided at K.S.A. 12-1, 115, as amended, by bringing an action in the appropriate court as a personal debt. The City may pursue both assessment and collection at the same time until the full cost, including applicable interests, court costs, attorneys' fees, and administrative costs have been paid in full.

(d) In order to enhance the possibility that certain properties within the City of Wichita will be developed or rehabilitated, the waiver of the City's special assessments for lot clean-up, mowing, board-up, and liens from judgments is hereby authorized. In order to obtain a waiver of said special assessments, an applicant must file a completed application form provided by the City Treasurer with the City Treasurer's Office. The applicant will establish all of the following requirements in order for the assessment to be waived: (1) The applicant must have a 501(c)(3) designation and have had such designation for at least five (5) years; (2) the real property upon which the waiver is being requested must be located within the City of Wichita's designated Local Investment Area; (3) the new or rehabilitated home must be sold to an individual or individuals who will occupy the home as his/her/their primary residence, and (4) the new or rehabilitated home must be sold by the applicant to an individual or individuals

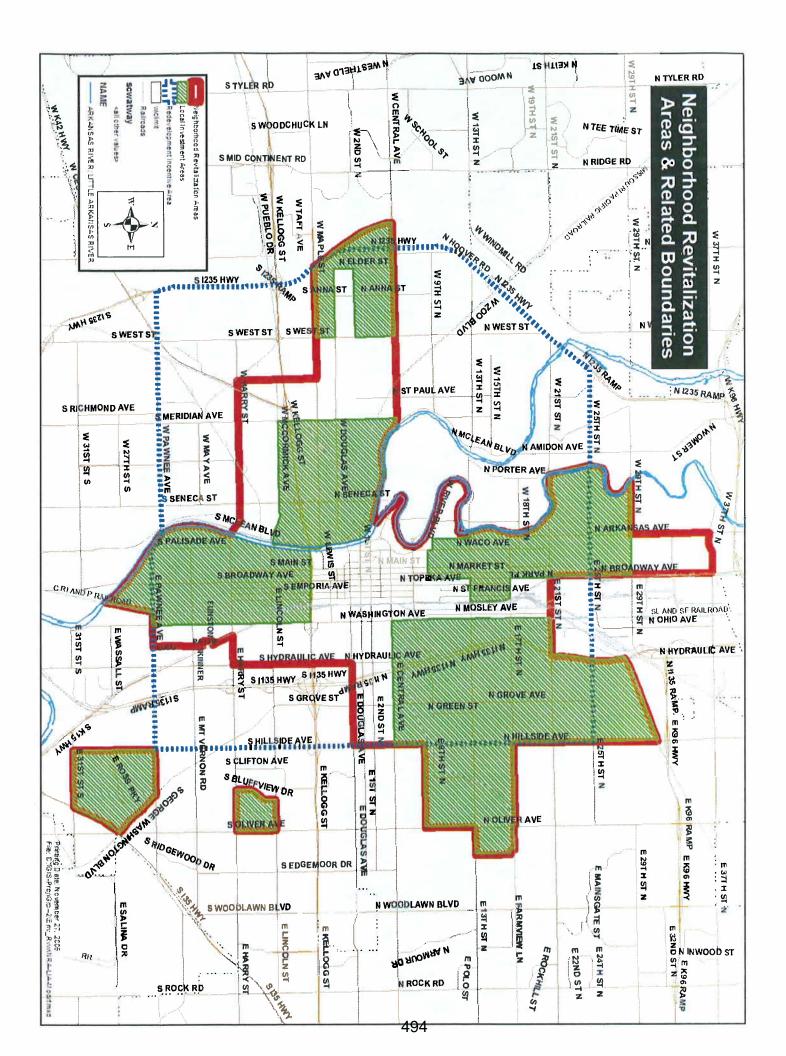
with a gross annual household income between 30-80% of the median income for Sedgwick County, Kansas. Following approval of the application by the City Treasurer's Office, it will be presented to Council for consideration. Upon review and approval by the City Council, the assessments shall be waived and the appropriate documentation forwarded to the Sedgwick County Appraiser's Office by the City Treasurer. If the application is denied by the City Treasurer's Office, the applicant shall have the right of appeal from the denial by filing a written request with the City Clerk within ten (10) days of the denial. The hearing on such appeal shall be heard by the City Council."

SECTION 2. The original of Section 8.01.065 is hereby repealed.

SECTION 3. This ordinance sh	all be included in the Code of the City of Wid	chita,
Kansas, and shall be effective upon its I	passage and publication once in the official ci	ty paper.
PASSED by the governing boo	ly of the City of Wichita, Kansas, this	day of
, 2014.		
	Carl Brewer, Mayor	
ATTEST:		
Karen Sublett, City Clerk		
Approved as to Form:		
Sharon Dickgrafe		

Interim City Attorney and Director of Law

MABCD SPECIAL ASSESSMENT WAIVER FORM
Name of Organization:
Business address:
Business phone number:
Executive Director:
Executive Director phone numbers:(Work)(Cell)
Executive Director e-mail:
Address of property being submitted for waiver of special assessments:
PIN of property being submitted: Legal description of property:
Required Attachments
□Proof of 501(C)(3) tax exempt designation (for at least five years)
□List of current Board of Directors
□Organizational By-Laws
□ Proof of property ownership
□Plan for property
C:
Signature
I hereby certify that the information above is true and accurate.
Signature: Date of Application:
Staff Section
Amount of special assessments being waived:
Approved by City Council on:
Payment in the amount ofsent to Sedgwick County Treasurer on
Reimbursement from Sedgwick County Treasurer received on
Any new or rehabilitated home must be sold to an individual or individuals who will occupy the home as his/her/their primary residence. The new or rehabilitated home must be sold by the applicant to an individual(s) with a gross annual household income between 30 and 80% of the median income for Sedgwick County. Failure to comply will result in the applicant being denied future waivers.  Created 10-14-14



#### City of Wichita City Council Meeting November 4, 2014

**TO:** Mayor and City Council

**SUBJECT:** CON2014-00027 – City Conditional Use to Permit a Nightclub in the City in GC

General Commercial Zoning Within 300 Feet of Residential Zoning, Located at the Southwest Corner of Morris Street and South Washington Avenue (911 East

Morris Street). (District III)

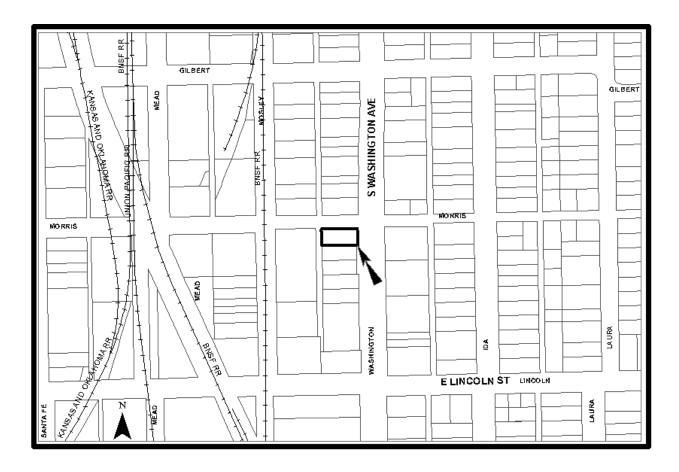
**INITIATED BY:** Metropolitan Area Planning Department

**AGENDA:** Planning (Non-Consent)

**MAPC Recommendation:** The MAPC recommended approval of the request (8-1).

**<u>DAB Recommendation</u>**: District Advisory Board III recommended approval of the request (10-0) subject to staff and applicant recommended conditions.

<u>MAPD Staff Recommendation</u>: Metropolitan Area Planning Department staff recommended approval of the request subject to conditions.



Background: The application area, 911 East Morris, is located at the southwest corner of Morris Street and South Washington Avenue in GC General Commercial zoning. The site is developed with a onestory brick building and approximately 13 off-street parking spaces. The County Tax Assessor lists "bar/tavern/lounge" as the current land use, a drinking establishment has functioned on the site as a legal non-conforming use. The applicant wishes to obtain an entertainment license and therefore requests this conditional use for a "nightclub in the city." Nightclub in the city is defined by the Unified Zoning Code (UZC) as an establishment that provides entertainment and/or dancing, where alcoholic beverages are served and where food may or may not be served. The UZC permits a nightclub in the city in the GC zoning district by right, but requires a conditional use if the property is located within 300 feet of a church, park, school or residential zoning district. The application area is approximately 100 feet from a residential zoned property at the northeast corner of Morris and Washington, and is within 300 feet of residential zoned property one block to the east along South Ida Avenue. All residential zoned properties within 300 feet of the application area are zoned B Multi-family Residential and are developed with single-family homes.

All surrounding properties to the north, south and west are zoned GC or LI Limited Industrial and developed with retail, warehousing, and some residential uses. Rail spurs exist west of the site along Mosley and Mead Avenues. East of the site, along the Washington frontage is primarily zoned GC with some B zoning; land uses along the east side of Washington include auto repair and some residential uses. Further east, Ida and Laura Avenues are zoned B and developed primarily with single-family residences.

<u>Analysis</u>: The Metropolitan Area Planning Commission (MAPC) heard this request at its meeting held on September 25, 2014. One neighboring property owner spoke at the MAPC hearing opposed to the request citing concerns regarding trash and parking. The MAPC voted to approve the request (8-1) subject to the following staff recommended conditions:

- (1) The applicant shall submit a revised site plan, to be approved by planning staff, which identifies all off-street parking spaces for the nightclub, to include off-site parking spaces.
- (2) The site shall be developed in conformance with the approved site plan.
- (3) The site shall meet code required parking of one space per two patron seats; or, the site shall obtain a variance or adjustment to reduce the required parking; or, the applicant shall submit a parking study, to be approved by planning staff, which reasonably accommodates the anticipating parking demand.
- (4) No outside loudspeakers or outdoor entertainment is permitted.
- (5) The site shall maintain all necessary licenses for a nightclub in the city.
- (6) The site shall conform to all applicable codes and regulations in include but not limited to zoning, building, fire and health.
- (7) If the Zoning Administrator finds that there is a violation of any of the conditions of the Conditional Use, the Zoning Administrator, in addition to enforcing the other remedies set forth in the Unified Zoning Code, may, with the concurrence of the Planning Director, declare that the Conditional Use is null and void.

District Advisory Board (DAB) III heard the request on October 1, 2014. The same opposed neighbor spoke at the DAB with similar comments heard at the MAPC hearing. The DAB voted (10-0) to recommend approval of the request subject to the staff recommended conditions with the addition of a condition requiring the applicant to mark designated nightclub parking with signage.

Six protest petitions from two neighboring property owners were filed. The protests account for 17.11% of the property within the 200-foot legal notification area surrounding the application site. Because the protest is less than 20%, the City Council does not need a three-quarters majority vote to override the protest.

**Financial Considerations:** Approval of this request will not create any financial obligations for the City.

**<u>Legal Considerations</u>**: The Law Department has reviewed and approved the resolution as to form.

**Recommendation/Actions:** It is recommended that the City Council: 1) adopt the findings of the MAPC and approve the Conditional Use subject to MAPC recommended conditions (simple majority vote required) and adopt the Resolution; 2) approve the request subject to the DAB III recommended conditions by making alternate findings (two-thirds majority vote required); or 3) return the application to the MAPC for further consideration (simple majority vote required).

#### **Attachments:**

- Applicant's site plan
- Protest map
- DAB III memo
- MAPC minutes
- Resolution

#### RESOLUTION No. 14-318

A RESOLUTION AUTHORIZING A CONDITIONAL USE TO PERMIT A NIGHTCLUB IN THE CITY WITHIN 300 FEET OF RESIDENTIAL ZONING ON APPROXIMATELY 0.15 ACRES ZONED GC GENERAL COMMERCIAL (GC), GENERALLY LOCATED AT THE SOUTHWEST CORNER OF MORRIS STREET AND SOUTH WASHINGTON AVENUE (911 E. MORRIS), IN THE CITY OF WICHITA, SEDGWICK COUNTY, KANSAS, UNDER THE AUTHORITY GRANTED BY THE WICHITA-SEDGWICK COUNTY UNIFIED ZONING CODE, SECTION V-D, AS ADOPTED BY ORDINANCE NO. 44-975 AS AMENDED.

BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF WICHITA, SEDGWICK COUNTY, KANSAS:

**SECTION 1.** That after receiving a recommendation from the Wichita-Sedgwick County Metropolitan Area Planning Commission, and after said Planning Commission has given proper notice and held a public hearing as provided by law, and under authority granted by Section V-D of the Wichita-Sedgwick County Unified Zoning Code, for a Conditional Use to allow a Nightclub in the City within 300 feet of residential zoning on approximately 0.15 acres zoned GC General Commercial (GC).

#### Case No. CON2014-00027

A Conditional Use to allow a Nightclub in the City within 300 feet of a park on approximately 0.16 acres zoned CBD Central Business District (CBD) described as:

Lots 145, 147 and the South 10 feet of vacated Morris Street EXCEPT 8.5 feet more or less for Washington Avenue, Kelsch's Addition to Wichita, Sedgwick County, Kansas.

#### SUBJECT TO THE FOLLOWING CONDITIONS:

- 1. The applicant shall submit a revised site plan, to be approved by planning staff, which identifies all off-street parking spaces for the nightclub, to include off-site parking spaces.
- 2. The site shall be developed in conformance with the approved site plan.
- 3. The site shall meet code required parking of one space per two patron seats; or, the site shall obtain a variance or adjustment to reduce the required parking; or, the applicant shall submit a parking study, to be approved by planning staff, which reasonably accommodates the anticipating parking demand.
- 4. No outside loudspeakers or outdoor entertainment is permitted.
- 5. The site shall maintain all necessary licenses for a nightclub in the city.
- 6. The site shall conform to all applicable codes and regulations in include but not limited to zoning, building, fire and health.
- 7. If the Zoning Administrator finds that there is a violation of any of the conditions of the Conditional Use, the Zoning Administrator, in addition to enforcing the other remedies set forth in the Unified Zoning Code, may, with the concurrence of the Planning Director, declare that the Conditional Use is null and void.

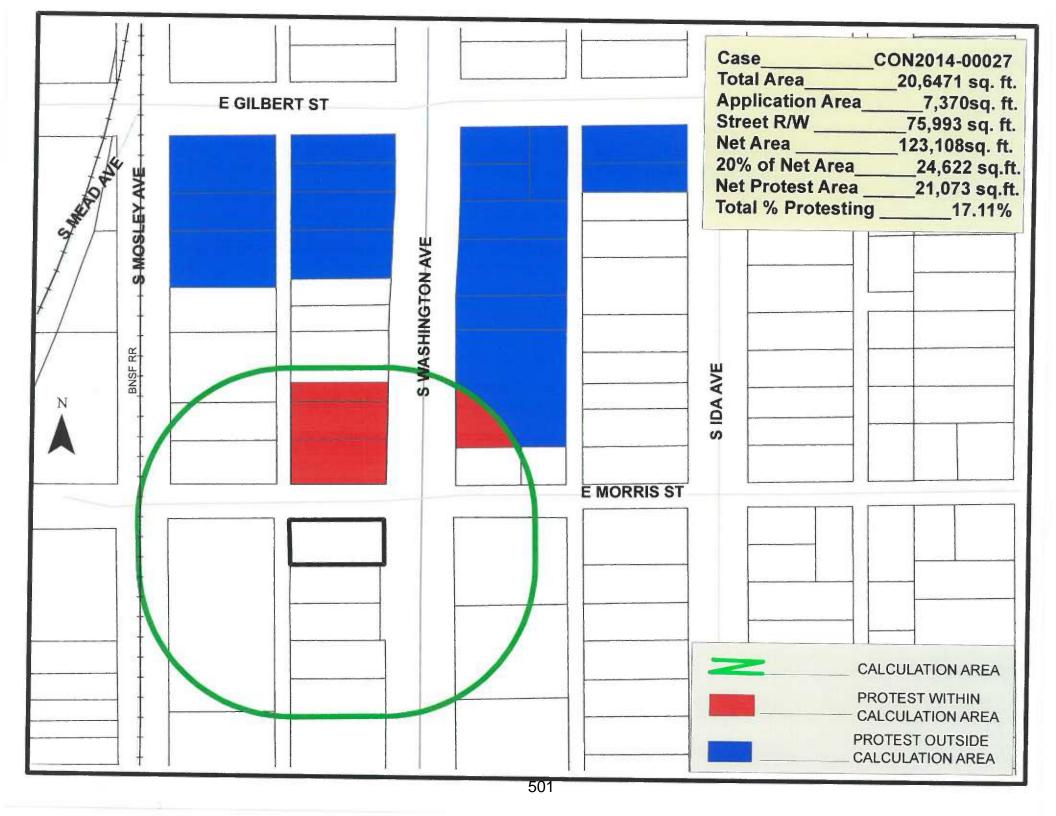
**SECTION 2.** That upon the taking effect of this Resolution, the notation of such Conditional Use permit shall be shown on the "Official Zoning District Map" on file in the office of the Planning Director of the Wichita-Sedgwick County Metropolitan Area Planning Department.

**SECTION 3.** That this Resolution shall take effect and be in force from and after its adoption by the Governing Body.

ADOPTED BY THE GOVERNING BODY OF	THE CITY OF WICHITA, KANSAS, the	s date
	Carl Brewer, Mayor	
ATTEST:		
Karen Sublett, City Clerk		
Approved as to form:		

Gary E. Rebenstorf, City Attorney

State of Kansas Klenda Austerman, LLC 55 July 22, 2014 County of Sedgwick We, Baughman Company, P.A., Surveyors in aforesaid county and state do hereby certify that, under the supervision of the undersigned, we did on this 22th day of February, 2014, perform a survey of Lots 145-147 & S. 10 ft Vac Morris St except 8.5 ft M-L for ST Washington Ave, Kelsch's Addition, Wichita. Sedgwick County, Kansas. Morris St. The accompanying sketch is a true and correct exhibit of said survey based on actual field measurements where the monuments are of the character and occupy the positions as indicated. 25 140.00'(P) 30" N90000'00"W 131.50'(M) 8.5'(D) 10' Vacated Morris Street 20' Preston A. Stewart #1386 Concrete SURVE S000000 3.00,00.00S Lot 146 Lot 145 25'(P) Washington (C) = Calculated Roof Overhang 19' CH. = Chord Length 109' CH. BR. = Chord Bearing △ = Delta Angle D = Degree of Curve (D) = Described 1 Story Frame Building L = Arc Length(M) = Measured Lot 148 Lot 147 - Refrigeration Unit (P) = Platted109' (Pro) = Prorated R = RadiusN9000'00"W 131.50'(M) 20' 140.00'(P) Concrete Lot 150 Lot 149 NOTE: Baughman Company, P.A. has not researched any title examination of subject property. An abstract or title insurance company would need to be contacted to research and provide to us any easements, rights-of-ways or dedications. Lot 152 Lot 151 **Conditional Use Site Plan** 911 E. Morris St. Wichita KS Baughman L145-147, Kelsch's Addition Baughman Company, P.A. 315 Ellis St. Wichita, KS 67211 P 316-262-7271 F 316-262-0149 ENGINEERING | SURVEYING | PLANNING | LANDSCAPE ARCHITECTURE REVISIONS KHS PAS SCALE DATE 07/28/2014 1''=30'F:\Survey\MTI\Speakeasy Club\_14-07-G087 14-07-G087





#### INTEROFFICE MEMORANDUM

TO:

CITY COUNCIL

FROM:

Case Bell, Community Liaison

SUBJECT: DATE: CON2014-00027 October 1, 2014

Jess McNeely, Planning, presented on a request for Conditional Use for a Nightclub in the City within 300 feet of residential zoning located on the Southwest corner of Morris Street and South Washington Avenue (911 E. Morris). The site is developed with a one-story brick building and approximately 13 off-street parking spaces. The County Tax Assessor lists "bar/tavern/lounge" as the current land use, a drinking establishment has functioned on the site as a legal non-conforming use. The applicant wishes to obtain an entertainment license and therefore requests this conditional use for a "nightclub in the city." Nightclub in the city is defined by the Unified Zoning Code (UZC) as an establishment that provides entertainment and/or dancing, where alcoholic beverages are served and where food may or may not be served. The UZC permits a nightclub in the city in the GC zoning district by right, but requires a conditional use if the property is located within 300 feet of a church, park, school or residential zoning district. The application area is approximately 100 feet from a residential zoned property at the northeast corner of Morris and Washington, and is within 300 feet of residential zoned property one block to the east along S. Ida Ave. All residential zoned properties within 300 feet of the application area are zoned B Multi-family Residential and are developed with single-family homes.

**DAB?** Any complaints from the neighbors? A: Yes, from the business property to the north. He has been the only complainant. No residential complainants.

**DAB?** What does the entertainment license allow? **A:** Live entertainment, dance floor, karaoke. The business can already serve alcohol and this would not affect that.

**Public:** There is a vet clinic that is open 24 hours a day that rents a storage unit half a block away and uses the alley.

**Public:** Citizen says that he owns the property adjacent to the applicant and is concerned that an increase in business will cause more people to use their parking lot and create trash. He is also concerned that increased business will reduce the access to the vet clinics storage use.

**DAB?** Has there been a history of violence in the parking lot? **Public:** He thinks that there has, but did not offer specific instances.

Applicant: They have leased 40 more spaces to help with parking congestion.

**DAB?** Is the vet facility aware of this issue? A: They are not within 200 feet and would not have received notice of the case.

The DAB III members voted 7-0 to recommend approval of the request subject to the seven listed conditions.

## EXCERPT MINUTES OF THE SEPTEMBER 25, 2014 WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING COMMISSION HEARING

<u>Case No.: CON2014-00027</u> - the Maisch Family Limited Partnership, c/o Lynn Stewart (applicant) and Robert Kaplan (agent) request a City Conditional Use to permit a nightclub in the City on property described as:

Lots 145, 147 and the South 10 feet of vacated Morris Street EXCEPT 8.5 feet more or less for Washington Avenue, Kelsch's Addition to Wichita, Sedgwick County, Kansas.

BACKGROUND: The application area, 911 E. Morris, is located at the southwest corner of Morris Street and South Washington Avenue in GC General Commercial (GC) zoning. The site is developed with a one-story brick building and approximately 13 off-street parking spaces. The County Tax Assessor lists "bar/tavern/lounge" as the current land use, a drinking establishment has functioned on the site as a legal non-conforming use. The applicant wishes to obtain an entertainment license and therefore requests this conditional use for a "nightclub in the city." Nightclub in the city is defined by the Unified Zoning Code (UZC) as an establishment that provides entertainment and/or dancing, where alcoholic beverages are served and where food may or may not be served. The UZC permits a nightclub in the city in the GC zoning district by right, but requires a conditional use if the property is located within 300 feet of a church, park, school or residential zoning district. The application area is approximately 100 feet from a residential zoned property at the northeast corner of Morris and Washington, and is within 300 feet of residential zoned property one block to the east along S. Ida Ave. All residential zoned properties within 300 feet of the application area are zoned B Multi-family Residential and are developed with single-family homes.

All surrounding properties to the north, south and west are zoned GC or LI and developed with retail, warehousing, and some residential uses. Rail spurs exist west of the site along Mosley and Mead Avenues. East of the site, along the Washington frontage is primarily zoned GC with some B zoning; land uses along the east side of Washington include auto repair and some residential uses. Further east, Ida and Laura Avenues are zoned B and developed primarily with single-family residences.

<u>CASE HISTORY</u>: The site was platted as Lots 145 and 147 and the south 10 feet of vacated Morris Street of Kelsch's Addition in 1886.

#### ADJACENT ZONING AND LAND USE:

North: GC Retail, warehousing

South: GC Single family residences, warehousing, bar/tavern

East: GC, B Vehicle repair, warehousing, single and multi-family residential

West: LI Warehousing, rail operations, manufacturing

<u>PUBLIC SERVICES</u>: Morris is a paved local street at this location with a 46-foot right-of-way (ROW), the site has paved alley access from Morris. Washington is a 4-lane urban collector at this location with additional turn lanes and a 98-foot ROW. The 2030 transportation plan designates this portion of Washington as becoming a 5-lane arterial. All other urban utilities and services are available.

CONFORMANCE TO PLANS/POLICIES: The 2030 Wichita Functional Land Use Guide map depicts the site as appropriate for "local commercial" and adjacent to an area designated as "employment/industry center." The local commercial category encompasses areas that contain concentrations of predominately commercial, office and personal service uses that do not have a significant regional market draw. The employment/industry center category encompasses areas with concentrations of employment of an industrial, manufacturing, service or non-institutional nature. The Commercial Locational Guidelines of the Comprehensive Plan recommend that commercial sites should be located adjacent to arterials, should locate in compact clusters or nodes versus extended strip developments, should not put commercially generated traffic on residential streets, and should have site design features which limit noise, lighting and other activity from adversely impacting surrounding residential areas. The application area is within the South Central Neighborhood Plan, adopted in 2006. That plan recommends that the site remain commercial, the plan also encourages the expansion of existing businesses. The UZC requires one parking space per two seats for nightclubs, the application area appears to have 13 total parking spaces on the north and west sides of the building.

**RECOMMENDATION:** Staff notes that a bar has existed on this site for some time, and another bar exists within this block to the south. This application does not introduce a new use to this location, and the use does not appear to be incompatible with the residential zoning within 300 feet. Staff also notes that limited parking is available on the site. However, the industrial area west of the site offers on-street parking during evening hours. Based upon the information available prior to the public hearings, planning staff recommends that the request for a Conditional Use for a Nightclub in the City be **APPROVED**, with the following conditions:

- (1) The applicant shall submit a revised site plan, to be approved by planning staff, which identifies all off-street parking spaces for the nightclub, to include off-site parking spaces.
- (2) The site shall be developed in conformance with the approved site plan.
- (3) The site shall meet code required parking of one space per two patron seats; or, the site shall obtain a variance or adjustment to reduce the required parking; or, the applicant shall submit a parking study, to be approved by planning staff, which reasonably accommodates the anticipating parking demand.
- (4) No outside loudspeakers or outdoor entertainment is permitted.
- (5) The site shall maintain all necessary licenses for a nightclub in the city.
- (6) The site shall conform to all applicable codes and regulations in include but not limited to zoning, building, fire and health.
- (7) If the Zoning Administrator finds that there is a violation of any of the conditions of the Conditional Use, the Zoning Administrator, in addition to enforcing the other remedies set forth in the Unified Zoning Code, may, with the concurrence of the Planning Director, declare that the Conditional Use is null and void.

This recommendation is based on the following findings:

1. The zoning, uses and character of the neighborhood: All surrounding properties to the north, south and west are zoned GC or LI and developed with retail, warehousing, and some residential uses. Rail spurs exist west of the site along Mosley and Mead Avenues. East of the site, along the Washington frontage is primarily zoned GC with some B zoning; land uses along the east side of Washington include auto repair and some

- residential uses. Further east, Ida and Laura Avenues are zoned B and developed primarily with single-family residences.
- 2. The suitability of the subject property for the uses to which it has been restricted: The site is zoned GC and developed with a building previously used as a bar. The site could be used as zoned for other commercial uses.
- 3. Extent to which removal of the restrictions will detrimentally affect nearby property: The site is zoned GC and could be developed with any range of permitted uses in that district. The proximity of residential zoning on the east side of Washington triggers the conditional use review for a nightclub. Noise and activity from the nightclub could impact the residential neighborhood east of Washington, although traffic and parking would remain on the west side of Washington, possibly using on-street parking along industrial streets to the west of the site. The limited size of the site will prevent expansion beyond a neighborhood scale, and proposed conditions should mitigate impacts on surrounding properties.
- 4. Relative gain to the public health, safety and welfare as compared to the loss in value or the hardship imposed upon the applicant: Denial of the request would presumably be an economic hardship upon the property owner, as the applicant owns the property and desires to operate the proposed business within GC zoning.
- 5. Conformance of the requested change to the adopted or recognized Comprehensive Plan and policies: The 2030 Wichita Functional Land Use Guide map depicts the site as appropriate for "local commercial" and adjacent to an area designated as "employment/industry center." The local commercial category encompasses areas that contain concentrations of predominately commercial, office and personal service uses that do not have a significant regional market draw. The employment/industry center category encompasses areas with concentrations of employment of an industrial, manufacturing, service or non-institutional nature. The Commercial Locational Guidelines of the Comprehensive Plan recommend that commercial sites should be located adjacent to arterials, should locate in compact clusters or nodes versus extended strip developments, should not put commercially generated traffic on residential streets. and should have site design features which limit noise, lighting and other activity from adversely impacting surrounding residential areas. The application area is within the South Central Neighborhood Plan, adopted in 2006. That plan recommends that the site remain commercial, the plan also encourages the expansion of existing businesses. The UZC requires one parking space per two seats for nightclubs, the application area appears to have 13 total parking spaces on the north and west sides of the building.
- 6. <u>Impact of the proposed development on community facilities</u>: The proposed use will impact on-street parking within the surrounding area. The proposed Conditional Use should not impact community facilities to any greater extent other uses permitted in the GC zoning district.

JESS MCNEELY, Planning Staff presented the Staff Report.

**WARREN** asked what happens if the applicant can't obtain enough parking for the occupancy level. Do they just reduce the occupancy?

MCNEELY said the applicant can apply for an administrative adjustment that would reduce the parking requirement of the UZC by 25%. He said if that doesn't provide enough parking, they can apply for a variance from the Board of Zoning Appeals or limit occupancy to the amount of parking they can provide.

MCKAY asked if this conditional use limits the applicant to no outside activities such as providing tables with umbrellas like some of the other bars in downtown.

MCNEELY said the conditional use prohibits loudspeakers or outdoor entertainment; however, that would not preclude an outside seating or smoking area.

CHRIS MCFLYNN, 301 NORTH MAIN, AGENT FOR THE APPLICANT asked that their comments be deferred until after the public comments.

CHAIR GOOLSBY explained that agent rebuttal time was two minutes.

LONNIE HEFFNER, 737 SOUTH WASHINGTON said he owns the property just north of the tavern along with several other properties in the area. He said he was present to speak against the item because of all the problems associated with the tavern including increased trash and people going to the bathroom on the sidewalk, which the business owners have to clean up. He said he has lived and worked in the area for 65 years. He mentioned several other businesses in the area including a used car lot, moving company, Heffner TV, storage units that are open day and night, an emergency veterinary clinic open 24 hours a day and a heating and air conditioning company. He said they have improved the area and torn out old dilapidated houses for new businesses. He said they don't want people full of alcohol creating a mess like they have in the past when the tavern was open. He said he doesn't think the area needs another tavern since there is a tavern just a block east of this location. He said there is enough alcohol consumption in the area and neighborhood. He concluded by asking the Commission to take that into consideration when they make their decision.

**FOSTER** asked Mr. Heffner if he has ever considered this location as a viable property purchase.

**HEFFNER** said no and added that the tavern used to be called the Red Garter when he lived across the street from it. He mentioned several shootings at the location.

CHRIS MCFLYNN, 301 NORTH MAIN said he was present to represent Bob Kaplan, agent for the applicant and that they understand the concerns about this being a non-conforming use, but he said this is a legal drinking establishment already and will continue if the application is approved. He said the advantage to approving this request is to allow the operator to require a dress code and charge a cover charge which may cut down on less than desirable patrons. He said this conditional use won't change anything else about the use of the property as it already exists. He said they spoke with the tenant and owners to the west of the site and they had no objections or concerns. He said he believes Mr. Heffner's concerns were aimed at the previous existing use rather than the current request. He said they believe the new site plan takes care of those concerns and meets the requirements for a conditional use. He said they plan to address the parking issue by securing spaces on the property to the west of the location.

**WARREN** asked if the applicant was going to do anything to curb any tavern patron activities outside that may expand onto property owned by other businesses, such as providing security or additional lighting.

MCFLYNN said the applicant will meet any licensing requirements and law enforcement requests. He said the other tenants and owners are not voicing any objections. He said in addition, the applicant will want to insure the best relationship they can in the area; they are motivated to do that. He said once they know the nature of any problems they can address them, but added that there have been no reports filed with the Wichita Police Department. He said they will insure the necessary steps are taken if and when they experience issues like in any other entertainment district.

FOSTER asked for additional information regarding remodeling of the property.

MCFLYNN said the applicant is upgrading the interior environment to make it more aesthetically pleasing, adding a stage and renovating the outside patio area. He said all renovations will comply with UZC requirements.

**DENNIS** asked the agent what the applicant will do to keep activities from spilling into the neighborhood.

MCFLYNN said the applicant will continue to use the property as it is being used today. He said they will provide the normal type of security measures and will effectively address any issues that arise. He said they have had no indications from adjacent tenants of problems but will address any that arise.

**MOTION:** To approve subject to the staff recommendation.

MITCHELL moved, B. JOHNSON seconded the motion, and it carried (8-1).

RESOLUTION No.	
----------------	--

A RESOLUTION AUTHORIZING A CONDITIONAL USE TO PERMIT A NIGHTCLUB IN THE CITY WITHIN 300 FEET OF RESIDENTIAL ZONING ON APPROXIMATELY 0.15 ACRES ZONED GC GENERAL COMMERCIAL (GC), GENERALLY LOCATED AT THE SOUTHWEST CORNER OF MORRIS STREET AND SOUTH WASHINGTON AVENUE (911 E. MORRIS), IN THE CITY OF WICHITA, SEDGWICK COUNTY, KANSAS, UNDER THE AUTHORITY GRANTED BY THE WICHITA-SEDGWICK COUNTY UNIFIED ZONING CODE, SECTION V-D, AS ADOPTED BY ORDINANCE NO. 44-975 AS AMENDED.

BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF WICHITA, SEDGWICK COUNTY, KANSAS:

**SECTION 1.** That after receiving a recommendation from the Wichita-Sedgwick County Metropolitan Area Planning Commission, and after said Planning Commission has given proper notice and held a public hearing as provided by law, and under authority granted by Section V-D of the Wichita-Sedgwick County Unified Zoning Code, for a Conditional Use to allow a Nightclub in the City within 300 feet of residential zoning on approximately 0.15 acres zoned GC General Commercial (GC).

#### Case No. CON2014-00027

A Conditional Use to allow a Nightclub in the City within 300 feet of a park on approximately 0.16 acres zoned CBD Central Business District (CBD) described as:

Lots 145, 147 and the South 10 feet of vacated Morris Street EXCEPT 8.5 feet more or less for Washington Avenue, Kelsch's Addition to Wichita, Sedgwick County, Kansas.

#### SUBJECT TO THE FOLLOWING CONDITIONS:

- 1. The applicant shall submit a revised site plan, to be approved by planning staff, which identifies all off-street parking spaces for the nightclub, to include off-site parking spaces.
- 2. The site shall be developed in conformance with the approved site plan.
- 3. The site shall meet code required parking of one space per two patron seats; or, the site shall obtain a variance or adjustment to reduce the required parking; or, the applicant shall submit a parking study, to be approved by planning staff, which reasonably accommodates the anticipating parking demand.
- 4. No outside loudspeakers or outdoor entertainment is permitted.
- 5. The site shall maintain all necessary licenses for a nightclub in the city.
- 6. The site shall conform to all applicable codes and regulations in include but not limited to zoning, building, fire and health.
- 7. If the Zoning Administrator finds that there is a violation of any of the conditions of the Conditional Use, the Zoning Administrator, in addition to enforcing the other remedies set forth in the Unified Zoning Code, may, with the concurrence of the Planning Director, declare that the Conditional Use is null and void.

**SECTION 2.** That upon the taking effect of this Resolution, the notation of such Conditional Use permit shall be shown on the "Official Zoning District Map" on file in the office of the Planning Director of the Wichita-Sedgwick County Metropolitan Area Planning Department.

**SECTION 3.** That this Resolution shall take effect and be in force from and after its adoption by the Governing Body.

ADOPTED BY THE GOVERNING BOI	DY OF THE CITY OF WICHITA, KANSAS, this date
	Carl Brewer, Mayor
ATTEST:	
Karen Sublett, City Clerk	
Approved as to form:	
Sharon Dickgrafe, City Attorney	

Wichita, Kansas November 3, 2014 10:00 a.m., Monday Conference Room! 12<sup>th</sup> Floor

same being the

# MINUTES - BOARD OF BIDS AND CONTRACTS\*

The Board of Bids and Contracts met with Marty Strayer, Administrative Assistant, Public Works Engineering in the Chair; Fanny Chan, Senior Accountant, Finance, representing the Director of Finance, Elizabeth Goltry-Wadle, Senior Budget Analyst, Budget Office, Clarence Rose, Senior Buyer, representing Purchasing, Zack Daniel Fellow representing the City Manager's Office and Janis Edwards, Deputy City Clerk, present.

Minutes of the regular meeting dated October 27, 2014, were read and on motion approved.

Bids were opened October 24, 2014, pursuant to advertisements published on:

# PUBLIC WORKS AND UTILITIES DEPARTMENT/PRODUCTION AND PUMPING **DIVISION: Liquid Carbon Dioxide.**

Praxair Inc.* - \$ 37,497.00 *Estimate – Contract appr	oved on unit cost basis; refer to a	attachments.
The Purchasing Division recommended the lowest and best bid.	hat the contracts be awarded as o	outlined above, same being
On motion the Board recommended that to lowest and best bid.	the contracts be awarded as outlined	ned above, same being the
On motion the Board of Bids adjourned.		
	Marty Strayer, Administrativ Department of Public Works	
Janis Edwards, CMC Deputy City Clerk		

# **FORMAL BID REPORT**

TO: Robert Layton, City Manager

DATE: November 3, 2014

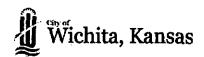
PURCHASING BIDS – MELINDA A. WALKER, PURCHASING MANAGER October 24, 2014

Liquid Carbon Dioxide – Public Works & Utilities Department/Production & Pumping Division Praxair, Inc. (Deferred from October 27, 2014) (Per Ton)

\$124.99

ITEMS TO BE PURCHASED AS ADVERTISED IN THE OFFICIAL CITY NEWSPAPER.

Melinda A. Walker
Purchasing Manager



#### **BID RESULTS**

Registration

**Solicitations** 

**Document Inquiry** 

Login

Help

This page summarizes vendor responses by the bid total. Awarded vendors will be notified of their respective purchase orders/contracts.

Vendor Group

roup Line

Solicitation: FB440197

Liquid Carbon Dioxide

Close Date/Time: 10/24/2014 10:00 AM CST

Solicitation Type: Formal Bid

Award Method: Aggregate Cost

Return to the Bid List

**Department:** Water Production & Pumping Division

Responses: 2

Vendors

Complete

**Bid Total** 

**City Comments** 

PRAXAIR INC

Complete

\$37,497.00

Award 11/4/2014 Public Works & Utilities Department/Production & Pumping Division

AIR PRODUCTS & CHEMICALS INC

Complete

\$44,700.00

Top of the Page





# Wichita, Kansas

### **BID RESULTS**

Registration

**Solicitations** 

**Document Inquiry** 

Login

Help

This page summarizes vendor bids by the extended cost for each commodity line on the solicitation

Vendor Group Line

Solicitation: FB440197

Liquid Carbon Dioxide

Close Date/Time: 10/24/2014 10:00 AM CST

Solicitation Type: Formal Bid

Return to the Bid List

Award Method: Aggregate Cost

**Department:** Water Production & Pumping Division

Responses: 2

Go to: 001

Line 001 | CARBON DIOXIDE - BULK DELIVERY PLEASE STATE IF : BID PRICE IS FIRM \_\_\_\_ \_\_\_\_ OR ESCALATING

Vendors	QTY	иом	Price	Extended Cost	Complete	Comments
PRAXAIR INC	300	Ton	\$124.9900	\$37,497.00	Complete	•
AIR PRODUCTS &	300	Ton	\$149.0000	\$44,700.00	Complete	

Top of the Page





# PRELIMINARY ESTIMATES FOR CITY COUNCIL NOVEMBER 4, 2014

- a. Churchill Street from the east line of Castle Rock Street to the west line of Churchill Circle to serve Krug South Addition (south of 21st Street North, west of 143rd Street East) (472-85060/766318/490339) Does not affect existing traffic. (District II) \$179,000.00
- b. Water Distribution System to serve Sierra Hills 2nd Addition (north of Pawnee, west of 143rd Street East) (448-90390/735511/470184) Traffic to be maintained during construction using flagpersons and barricades. (District II) \$19,080.00
- c. Lateral 3, Main 21, Four Mile Creek Sewer to serve Sierra Hills 2nd Addition (north of Pawnee, west of 143rd Street East) (468-84517/744370/480062) Traffic to be maintained during construction using flagpersons and barricades. (District II) \$58,300.00
- d. Water Distribution System to serve Tyler's Landing 4th Addition (east of Tyler, south of 37th Street North) (448-90401/735516/470189) Does not affect existing traffic. (District V) \$113,300.00
- e. Lateral 30, Main 19, Southwest Interceptor Sewer to serve Tyler's Landing 4th Addition (east of Tyler, south of 37th Street North) (468-84542/744374/480066) Does not affect existing traffic. (District V) \$119,900.00
- f. Sidewalk along the south side of 21st Street between Chateau Parkway and Oak Creek Parkway to serve Oak Creek Addition (south of 21st Street North, west of Greenwich) (472-85180/766320/490341) Does not affect existing traffic. (District II) \$48,000.00
- g. 2014 Contract Maintenance Street Repairs Phase 3 (north of 63rd Street South, east of 135th Street West) (472-85183/132726/636246/620701/133116/132726/771633/661686/133116) Traffic to be maintained during construction using flagpersons and barricades. (District I,III,VI) \$320,550.00

October 24, 2014

#### PRELIMINARY ESTIMATE of the cost of:

Churchill Street from the east line of Castle Rock Street to the west line of Churchill Circle to serve Krug South Addition

	LUMP SUM BID ITEMS		The same of the	
1	AC Pavement 5" (3" Bit Base)	2,005	sy	on and the statement of the contribution of a more than the statement and the statement of
2	Concrete C & G, Type 2 (3-5/8" RL)	1,505	ŀf	
3	Crushed Rock Base 5", Reinforced	2,590	sy	
4	Concrete Sidewalk 4"	3,700	sf	
5	Excavation	150	су	
6	Fill, Compacted (95% Density)	750	сy	
7	Seeding, Temporary	1	LŠ	
8	Site Clearing	1	LS	
9	Site Restoration	1	LS	
10	Maintain Existing BMPs	1	LS	
	MEASURED QUANTITY BID ITEMS			
11	BMP, Back of Curb Protection	1,505	lf	the state of the s
12	BMP, Drop Inlet Protection	. 8	ea	
	Construction Subtotal			
	Construction Subtotal			
	Design Fee			
	Engineering & Inspection			
	Administration			
	Publication			
	Contingency			
	Total Estimated Cost			\$179,000.00
	CITY OF WICHITA)			
	STATE OF KANSAS) SS			
	STATE OF MANSAS) 35			
	I do solemnly swear that the above amount is correct, reas	onable and just.		1 1
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				Gary Janzen, P.E., City Engineer
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	Sworn to and subscribed before me this			V
		(DATE)	•	
				City Clerk
	490339 (766318) 472-85060			Oity Oleik
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	<u>Page</u>			<u>EXHIBIT</u>

October 24, 2014

### PRELIMINARY ESTIMATE of the cost of:

Water Distribution System to serve Sierra Hills 2nd Addition (north of Pawnee, west of 143rd Street East)

	EUMP SUM BID ITEMS 17355	11) - Group 1			
1	Pipe, WL 8"		365	lf	
	Pipe, WL 8", DICL		8	if	
	Valve Assembly, Blowoff, 2"		1	ea	
	Site Clearing		1	LS	
5			1	LS	
6	Seeding		1	LS	
	C	onstruction Subtotal			
	Design Fee				
	Engineering & Inspection				
	Administration				
	Publication				
	Contingency				
		Total Estimated Cost			\$19,080.00
	CITY OF WICHITA) STATE OF KANSAS) SS				
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					Gary Janzen, F.E., City Engineer
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					City Clerk
	470184	ł (735511) <b>44</b> 8-90390			
		<u>Page</u>			EXHIBIT

October 24, 2014

### PRELIMINARY ESTIMATE of the cost of:

Lateral 3, Main 21, Four Mile Creek Sewer to serve Sierra Hills 2nd Addition Sierra Hills 2nd Addition

	LUMP SUM BID ITEMS (744370) - Group 2			
1	Pipe, SS 8"	297	lf	
2	MH, Standard SS (4')	4	ea	
3	Riser Assembly 4", Vertical	5	ea	
4	Fill, Sand (Flushed & Vibrated)	297	lf	
5	Air Testing, SS Pipe	297	lf	
6	Site Clearing	1	LS	
7	Site Restoration	1	LS	
8	Seeding	1	LS	
	MEASURED QUANTITY BID ITEMS (744370)	Group 2	N-07/1	
9	BMP, Construction Entrance	1	ea	
	Construction Subtotal			<del> </del>
	Design Fee Engineering & Inspection Administration Publication Contingency Contingency			
	Total Estimated Cost			\$58,300.00
	CITY OF WICHITA) STATE OF KANSAS) SS			
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	400000 (744070) 400 04547			City Clerk
	480062 (744370) 468-84517 <u>Page</u>	•		EXHIBIT

October 24, 2014

### PRELIMINARY ESTIMATE of the cost of:

Water Distribution System to serve Tyler's Landing 4th Addition (east of Tyler, south of 37th Street North)

	LUMP SUM BID ITEMS			
1	Pipe, WL 6"	663	lf	A CONTRACTOR OF THE PROPERTY O
	Pipe, WL 8"	1,179	lf	
3	Pipe, WL 8", Directional Drilled	55	lf	
	Fire Hydrant Assembly	. 2	ea	
5	Valve Assembly, Blowoff 2"	3	ea	
	Valve Assembly, 8"	3	ea	
7	Maintain Existing BMPs	1	LS	
	Seeding	1	LS	
	Site Clearing	1	LS	
10	Site Restoration	1	LS	
11	Protective Fill	1,674	lf	
	Construction Su	btotal		
			a .	
	Design Fee			
	Engineering & Inspection			
	Administration			
	Publication			
	Water Tap Fee			
	Total Estimated	l Cost		\$113,300.00
	CITY OF WICHITA) STATE OF KANSAS) SS			
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				Cary variety. T. City Enginee
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		(DATE)		<del>-</del>
				City Clerk
	470189 (735516) 448-9	90401		
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October 24, 2014

#### PRELIMINARY ESTIMATE of the cost of:

Lateral 30, Main 19, Southwest Interceptor Sewer to serve Tyler's Landing 4th Addition (east of Tyler, south of 37th Street North)

	LUMP SUM BID ITEMS			
1	Pipe, SS 8"	1,429	If	getti avan die film film voor de state of the state of th
2	Air Testing, SS Pipe	1,429	lf	
3	Pipe, Stub, 4"	1	ea	
4	Riser Assembly 4", Vertical	8	ea	
5	MH, Connect to existing	1	ea	
6	MH, Standard SS (4')	7	ea	
7	Seeding	1	LS	
8	Site Clearing	1	LS	
9	Site Restoration	1	LS	
	MEASURED QUANTITY BID ITEMS	fine of the Court	San San San	
10	BMP, Construction Entrance	1	ea	
	BMP, Drop Inlet Protection	5	ea	
12	BMP, Silt Fence	1,770	lf	
				<del></del>
	Construction Subtotal			
	Design Fee			
	Engineering & Inspection			
	Administration			
	Publication			
	Total Estimated Cost			\$119,900.00
	CITY OF MICHITAL			
	CITY OF WICHITA) STATE OF KANSAS) SS			
	STATE OF RANSAS) 33			
	I do solemnly swear that the above amount is	s correct, reasonable and	just.	. 0
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				Jany Jan
				Gary Janzen, P/5., City Engineer
	Sworn to and subscribed before me this		·	·
		(DATE)		
				City Clerk
	480066 (744374) 468-84542			
	<u>Page</u>			EXHIBIT

October 24, 2014

### PRELIMINARY ESTIMATE of the cost of:

Sidewalk along the south side of 21st Street between Chateau Parkway and Oak Creek Parkway to serve Oak Creek Addition (south of 21st Street N, west of Greenwich)

	LUMP SUM BID ITEMS			
	Concrete Sidewalk 4"	4,857	sf	
	Concrete C & G Removed & Replaced	29	lf	
_	Excavation	141	су	
	Concrete Driveway Removed	48	sy	
_	AC Pavement Removed	64	sy	
	Site Clearing	1	LS	
	Site Restoration	1	LS	
	Seeding	1	LS	
9	Seeding, Temporary	1	LS	a magin samanna nasan samasa siga iya ya wasan ya ay may ya may wasan ya may may may may may may may may may
	MEASURED QUANTITY BID ITEMS			
	BMP, Silt Fence	800	lf	•
1	BMP, Inlet Protection	2	ea	
	Construction Subtotal			
	Design Fee Engineering & Inspection Administration Publication			
	Total Estimated Cost			\$48,000.00
	CITY OF WICHITA) STATE OF KANSAS) SS			
	I do solemnly swear that the above amount is correc	t, reasonable and just.		Gary Janzen P.E. City Engineer
	Sworn to and subscribed before me this	(DATE)	<u>.</u> .	Gary Janzen P.E. City Engineer
	490341 (766320) 472-85180			City Clerk
	Page			EXHIBIT

October 24, 2014

#### PRELIMINARY ESTIMATE of the cost of:

2014 Contract Maintenance Street Repairs Phase 3 (north of 63rd Street South, east of 135th Street West)

	MEASURED QUANTITY BID ITEMS - Asphalt Repairs	(132726)	36 3 6	
1				
	2" Partial Depth Asphalt Repair WMA (BM-2)(PG64-22) Full Depth Asphalt Repair, 6" (BM-2)(PG64-22)	200	tn	
_	The meal Create Density (No. 2007) (PG64-22)	400	tn	
3	Thermal Crack Repair (Heavy Duty)(2.5' wide)	385	lf to	
	Crushed Rock	50	tn	
	4" Yellow or White Paint Pavement Markings	200	lf 	
	6" Yellow or White Paint Pavement Markings	400	lf	
7	12" White Paint Pavement Markings	120	<u>If</u>	and the first than the second of the second
	MEASURED QUANTITY BID ITEMS: Concrete Repairs			
	8" Reinf. Concr. Pvmt. Repair	2,100	sy	
	8" Reinf. Concr. Valley Gutter Repair	150	sy	
	Mono Edge Curb Construction	300	lf	
	8" Concr. Driveway Repair	500	sf	
12	Wheelchair Ramp Construction w/Det. Warn.	2	ea	
13	4" Sidewalk Rem & Repl	200	sf	
	Crushed Rock	130	tn	
	4" Yellow or White Paint Pavement Markings	1,800	lf	
	6" Yellow or White Paint Pavement Markings	400	if	
. •	MEASURED QUANTITY BID ITEMS (636246)			
17	Valve box adjustment	4	ea	
.,	MEASURED QUANTITY BID ITEMS (620701)			
12	Adj. SS MH using New Ring & Lid			T. REAL PROPERTY OF THE PROPERTY OF THE PARTY OF THE PART
10	Adj. SS MH using New Ring & Lid Adj. SS MH using New Ring & Lid (Wide Flange)	4	ea	
		2	ea	
20	Adj. SS MH Ring & Lid only	2	ea	· · · · · · · · · · · · · · · · · · ·
	MEASURED QUANTITY BID ITEMS (133116)			
	Adj. SWS MH using new Ring & Lid	4	ea	
	Adj. SWS MH using new Ring & Lid (Wide Flange)	2	ea	
23	Adj. SWS MH Ring & Lid only	2	ea	
	MEASURED QUANTITY BID ITEMS - Traffic (133116)	NEW PARTY IN	1389	
24	Signing, Elec. Portable Message (each per day)	20	day	The state of the s
			•	
	Construction Subtotal			
	Engineering & Inspection			
	Administration			
	Publication			
	Publication Contingency			
				\$320,550.00
	Contingency  Total Estimated Cost			\$320,550.00
	Contingency  Total Estimated Cost  CITY OF WICHITA)			\$320,550.00
	Contingency  Total Estimated Cost			\$320,550.00
	Contingency  Total Estimated Cost  CITY OF WICHITA)			\$320,550.00
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	Contingency  Total Estimated Cost  CITY OF WICHITA)	sonable and just.		\$320,550.00
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	Contingency  Total Estimated Cost  CITY OF WICHITA)  STATE OF KANSAS) SS	sonable and just.		\$320,550.00  Sary Janzer, P.Eficity Engineer
	Total Estimated Cost  CITY OF WICHITA)  STATE OF KANSAS) SS  I do solemnly swear that the above amount is correct, reas	sonable and just.		XI. O.
	Contingency  Total Estimated Cost  CITY OF WICHITA)  STATE OF KANSAS) SS	·	·	XI. O.
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	Total Estimated Cost  CITY OF WICHITA)  STATE OF KANSAS) SS  I do solemnly swear that the above amount is correct, reas	·		Sary Javas Gary Janzer, P.E./City Engineer
	Total Estimated Cost  CITY OF WICHITA) STATE OF KANSAS) SS  I do solemnly swear that the above amount is correct, reas  Sworn to and subscribed before me this	(DATE)		XI. O.
	Total Estimated Cost  CITY OF WICHITA)  STATE OF KANSAS) SS  I do solemnly swear that the above amount is correct, reas	(DATE)		Sary Javas Gary Janzer, P.E./City Engineer
	Total Estimated Cost  CITY OF WICHITA) STATE OF KANSAS) SS  I do solemnly swear that the above amount is correct, reas  Sworn to and subscribed before me this  132726/771633/661686/133116 (132726/636246/620701/	(DATE)		Gary Janzer, P.E/City Engineer  City Clerk
	Total Estimated Cost  CITY OF WICHITA) STATE OF KANSAS) SS  I do solemnly swear that the above amount is correct, reas  Sworn to and subscribed before me this	(DATE)		Sary Javas Gary Janzer, P.E./City Engineer

**TO:** Mayor and City Council

**SUBJECT:** Community Events – Seize the Day 5K (District II)

**INITIATED BY:** Division of Arts & Cultural Services

**AGENDA:** Consent

**Recommendation:** Approve the request for temporary street closures.

<u>Background</u>: In accordance with the Community Events procedure the event promoter, Trevor Darmstetter, goracetiming.com, is coordinating the Seize the Day 5K event with City of Wichita staff, subject to final approval by the City Council.

**Analysis:** The following street closure request has been submitted:

#### Seize the Day 5K November 8, 2014 8:30 am – 12:00 pm

- North Tara Lane, East Limerick Lane to East Douglas Avenue
- Terrace Street, North Tara Lane to North Longford Lane
- North Longford Lane, East Limerick Lane to East Douglas Avenue
- East Douglas Avenue, South Bonnie Brae Street to North Cypress Street
- West Parkway North, East Central Avenue to East Douglas Avenue
- North Linden Drive, East Central Avenue to East Douglas Avenue

The event promoter will arrange to remove the barricades as necessary to allow emergency vehicle access during the entire designated time period. The barricades will be removed immediately upon completion of the event.

<u>Financial Consideration</u>: The event promoter is responsible for all costs associated with the special event.

**<u>Legal Consideration:</u>** There are no legal considerations.

<u>Recommendation/Actions:</u> It is recommended that the City Council approve the request subject to: 1) hiring off-duty certified law enforcement officers as required; and 2) Obtaining barricades to close the streets in accordance with requirements of Police, Fire and Public Works Department.

**TO:** Mayor and City Council

**SUBJECT:** Community Events – Girls on the Run 5K (District VI)

**INITIATED BY:** Division of Arts & Cultural Services

**AGENDA:** Consent

**Recommendation:** Approve the request for temporary street closures.

<u>Background</u>: In accordance with the Community Events procedure the event promoter, Trevor Darmstetter, goracetiming.com, is coordinating the Girls on the Run 5K event with City of Wichita staff, subject to final approval by the City Council.

**Analysis:** The following street closure request has been submitted:

#### Girls on the Run 5K November 16, 2014 11:30 am – 3:00 pm

- Stackman Drive, Nims Street to Murdock Street
- West River Boulevard, Bitting Street to Murdock Street
- Bitting Street, West River Boulevard to Oak Park Drive
- Oak Park Drive, Bitting Street to West Ninth Street
- 11<sup>th</sup> Street North, West River Boulevard to Forrest Street

The event promoter will arrange to remove the barricades as necessary to allow emergency vehicle access during the entire designated time period. The barricades will be removed immediately upon completion of the event.

<u>Financial Consideration</u>: The event promoter is responsible for all costs associated with the special event.

**Legal Consideration:** There are no legal considerations.

<u>Recommendation/Actions:</u> It is recommended that the City Council approve the request subject to; 1) hiring off-duty certified law enforcement officers as required; and 2) Obtaining barricades to close the streets in accordance with requirements of Police, Fire and Public Works Department.

**TO:** Mayor and City Council

**SUBJECT:** Community Events – Wichita Turkey Trot (District VI)

**INITIATED BY:** Division of Arts & Cultural Services

**AGENDA:** Consent

**Recommendation:** Approve the request for temporary street closures.

**Background:** In accordance with the Community Events procedure the event promoter, Trevor Darmstetter, goracetiming.com, is coordinating the Wichita Turkey Trot event with City of Wichita staff, subject to final approval by the City Council.

**Analysis:** The following street closure request has been submitted:

#### Wichita Turkey Trot November 23, 2014 7:30 am – 12:00 pm

- Sim Park Drive, Stackman Drive to Murdock Street
- Stackman Drive, Sim Park Drive to Central Avenue
- McLean Boulevard, Seneca Street to Meridian Avenue westbound lanes only

The event promoter will arrange to remove the barricades as necessary to allow emergency vehicle access during the entire designated time period. The barricades will be removed immediately upon completion of the event.

<u>Financial Consideration</u>: The event promoter is responsible for all costs associated with the special event.

**<u>Legal Consideration:</u>** There are no legal considerations.

**Recommendation/Actions:** It is recommended that the City Council approve the request subject to: 1) hiring off-duty certified law enforcement officers as required; and 2) Obtaining barricades to close the streets in accordance with requirements of Police, Fire and Public Works Department.

**TO:** Mayor and City Council

**SUBJECT:** Community Events – Fourth Annual Say Grace 5K (District VI)

**INITIATED BY:** Division of Arts & Cultural Services

**AGENDA:** Consent

**Recommendation:** Approve the request for temporary street closures.

**Background:** In accordance with the Community Events procedure the event promoter, Trevor Darmstetter, goracetiming.com, is coordinating the Fourth Annual Say Grace 5K event with City of Wichita staff, subject to final approval by the City Council.

**Analysis:** The following street closure request has been submitted:

#### Fourth Annual Say Grace 5K November 27, 2014 7:30 am – 12:00 pm

- Sim Park Drive, Stackman Drive to Murdock Street
- Stackman Drive, Sim Park Drive to Central Avenue
- McLean Boulevard, Seneca Street to Meridian Avenue westbound lanes only

The event promoter will arrange to remove the barricades as necessary to allow emergency vehicle access during the entire designated time period. The barricades will be removed immediately upon completion of the event.

<u>Financial Consideration</u>: The event promoter is responsible for all costs associated with the special event.

**<u>Legal Consideration:</u>** There are no legal considerations.

**Recommendation/Actions:** It is recommended that the City Council approve the request subject to: 1) hiring off-duty certified law enforcement officers as required; and 2) Obtaining barricades to close the streets in accordance with requirements of Police, Fire and Public Works Department.

**TO:** Mayor and City Council

**SUBJECT:** Community Events – Mayor's Tree Lighting Ceremony (Districts I, IV and VI)

**INITIATED BY:** Division of Arts & Cultural Services

**AGENDA:** Consent

**Recommendation:** Approve the request for temporary street closures.

**Background:** In accordance with the Community Events procedure the event promoter, Janet Johnson, Office of Community Engagement, is coordinating the Mayor's Tree Lighting Ceremony with City of Wichita staff, subject to final approval by the City Council.

**Analysis:** The following street closure request has been submitted:

#### Mayor's Tree Lighting Ceremony December 2, 2014 5:15 pm – 7:00 pm

- Douglas Avenue, Main Street to McLean Boulevard
- Waco Street, Douglas Avenue to First Street
- First Street, Waco Street to McLean Boulevard
- Sycamore Street, Douglas Avenue to McLean Boulevard
- Century II Drive, Main Street to Douglas Avenue
- South Cancun Street, Century II Drive to West Tlalnepantla Drive
- North Civic Center Place, Main Street to Douglas Avenue
- Wichita Street, Douglas Avenue to First Street
- Water Street, Douglas Avenue to First Street

The event promoter will arrange to remove the barricades as necessary to allow emergency vehicle access during the entire designated time period. The barricades will be removed immediately upon completion of the event.

<u>Financial Consideration</u>: The event promoter is responsible for all costs associated with the special event.

**<u>Legal Consideration:</u>** There are no legal considerations.

<u>Recommendation/Actions:</u> It is recommended that the City Council approve the request subject to: 1) hiring off-duty certified law enforcement officers as required; and 2) Obtaining barricades to close the streets in accordance with requirements of Police, Fire and Public Works Department.

**TO:** Mayor and City Council

**SUBJECT:** Community Events – Wichita Veterans Day Parade Post Parade Event at

WaterWalk (District I)

**INITIATED BY:** Division of Arts & Cultural Services

**AGENDA:** Consent

**Recommendation:** Approve the request for temporary street closures.

**Background:** In accordance with the Community Events procedure the event promoter, Michael George, USD259, is coordinating the Wichita Veterans Day Parade Post Parade at WaterWalk Event with City of Wichita staff, subject to final approval by the City Council.

**Analysis:** The following street closure request has been submitted:

# <u>Wichita Veterans Day Parade Post Parade Event at WaterWalk November 8, 2014 9:00 am - 2:00 pm</u>

• Waterman Street, Main Street to Wichita Street

The event promoter will arrange to remove the barricades as necessary to allow emergency vehicle access during the entire designated time period. The barricades will be removed immediately upon completion of the event.

<u>Financial Consideration</u>: The event promoter is responsible for all costs associated with the special event.

**Legal Consideration:** There are no legal considerations.

**Recommendation/Actions:** It is recommended that the City Council approve the request subject to: 1) Hiring off-duty certified law enforcement officers as required; 2) Obtaining barricades to close the streets in accordance with requirements of the Police, Fire and Public Works and Utilities Departments; and 3) Securing a Certificate of Liability Insurance on file with the Community Events Coordinator.

**TO:** Mayor and City Council

**SUBJECT:** KDHE Watershed Restoration and Protection Strategy (WRAPS)

Grant Application (All Districts)

**INITIATED BY:** Department of Public Works & Utilities

**AGENDA:** Consent

**Recommendations**: Approve the acceptance of the grant award.

**Background:** Reducing pollution in the Arkansas River has been a priority of the City of Wichita for many years. Over the last several years, the Kansas Department of Health and Environment (KDHE) has established a program for the development of Watershed Restoration and Protection Strategies (WRAPS), and is making grant funding available to continue those efforts. On April 5, 2005, the City Council approved an Environmental Services grant application for a KDHE and WRAPS grant. The City has subsequently applied for each of the three WRAPS phases.

Phase 1, known as the Development Phase was approved by the City Council in May 2007. This phase included a \$50,000 grant award and a \$33,333 City match. This phase led to the identification and assembly of volunteer stakeholders from within the community, and the hiring of a consultant to analyze water pollution conditions in the lower Arkansas River watershed. The locally formed stakeholders became the RiverCity WRAPS.

Phase 2, known as the Assessment and Planning Phase was approved by Council in November 2010, and included an \$110,000 grant award and a \$75,000 City match. This phase provided for the selection of targeted strategies for pollution reduction within the watershed. It also quantified the amount of pollution reduction that could be attained by the selection and location of each strategy.

Phase 3, known as the Implementation Phase, was applied for and subsequently awarded by KDHE to the City on June 11, 2013. The one-year KDHE grant award was in the amount of \$20,000, expired June 30, 2014, and covered the first year of a three- year grant program.

Analysis: Staff is requesting the City Council approve the second year of Phase 3, part of a three-year grant cycle. Acceptance of this grant will allow the RiverCity WRAPS group, renamed Wichita Clean Streams, to hire a consultant to complete a design in a local watershed to reduce pollutant loading caused by stormwater runoff. Design will include stream channel stabilization, grass buffer strips, and public education. These specific water quality improvement strategies were identified in the previous three phases. The City is the designated sponsoring agency for Wichita Clean Streams stakeholder leadership team. Accepting this grant will provide a project design to improve water quality in a watershed within the city limits of Wichita, and improve the likelihood of receiving the third, and final, grant. The Cowskin Creek watershed will be a primary focus if that grant award is received.

<u>Financial Considerations</u>: This award is for \$20,000 in an Environmental Protection Agency Section 319 Grant, administered by the KDHE Bureau of Water, Watershed Management section. A required local match in the amount of \$13,333 will be in the form of in-kind service (demonstrations, meeting support, facilities, equipment, materials, etc.), and is available in the Stormwater Utility's annual operating budget.

**<u>Legal Considerations:</u>** The Law Department has reviewed and approved the documents as to form.

<u>Recommendation/Action</u>: It is recommended the City Council approve the grant award and authorize the necessary signatures.

<u>Attachments:</u> Watershed Management General Grant Conditions, Grant Award Letter from KDHE, and KDHE Non-Point Source Financial Assistance Agreement.

Bureau of Water Watershed Management Section 1000 SW Jackson, Suite 420 Topeka, KS 66612-1367



Phone: 785-296-4195 Fax: 785-296-5509 nps@ks.gov www.kdheks.gov/water

Robert Moser, MD, Secretary

Department of Health & Environment

Sam Brownback, Governor

August 14, 2014

Carl Brewer City of Wichita 455 N Main Wichita KS 67202

Regarding:

Approval Signatures Requested:

KS WRAPS - Lower Arkansas (River City) WRAPS Implementation SFY 14 Yr 1

KDHE Project No. 2014-W061

Dear Mr. Brewer,

We are pleased to announce that the City of Wichita has been awarded \$20,000 of Section 319 Grant administered by the Bureau of Water, Watershed Management Section. Please refer to the Project Implementation Plan to review the scope of work for the project.

Copies of the grant agreement and the grant conditions are attached for your review and signature. Please return two originally signed agreements, and the initialed grant conditions at your earliest opportunity to KDHE, BOW, Watershed Management Section, 1000 SW Jackson Suite 420, Topeka, KS 66612

Please note the following conditions of this agreement:

- 1. The grant period for this project is October 1, 2014 to March 31, 2016.
- 2. The grant awarded is \$20,000, which requires a non-federal contribution of \$13,333.
- 3. The cooperator agrees to provide KDHE, within 30 days of project completion, a project completion report.

I look forward to working with you and your organization on this project! If you have any questions please call me directly at 785-296-5573.

Sincerely,

Scott Satterthwaite

Bureau of Water

Watershed Management Section

Seibulall

# Kansas Department of Health and Environment Watershed Management

# **General Grant Conditions**

# U. S. EPA SECTION 319 Funds Kansas Water Plan Funds

July 1, 2014

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# I. Grant Agreement Responsibilities:

The cooperator is responsible for insuring the project deliverables as described in the Kansas Department of Health & Environment (KDHE) and Environmental Protection Agency (EPA) approved Project Implementation Plan (PIP) are achieved. If adjustments are necessary to the PIP, the cooperator agrees to seek prior approval from the KDHE Project Officer, and provide justification for the proposed modifications. Where the project PIP deliverables are significantly modified, the KDHE Project Officer may request that a formal Grant Amendment be submitted.

The cooperator is responsible for insuring activities described in the PIP are completed on schedule. If adjustments are necessary to the timeframe, the cooperator agrees to seek KDHE Project Officer approval and provide justification for the proposed adjustment. Where the project schedule is significantly adjusted, the KDHE Project Officer may request a Grant Amendment and/or a no-cost Grant Extension. This includes any Best Management Practice (BMP) or Demonstration Project deliverables. All BMP's and Demonstration Projects must be designed, installed and/or constructed and evaluated prior to the project end date and must comply with the guidelines contained in Section VI.B.

II. Grant Disbursement (No expenditure of funds may be made until KDHE and the EPA Technical Advisor have reviewed and approved the Project Implementation Plan).

A. General Disbursement -- In general, Section 319 grants will be provided 50 percent of the total grant amount in advance. This is to help the project with initial project costs. The advance payment will be initiated by KDHE upon receipt of the properly signed grant agreement and PIP, unless other conditions are negotiated or identified in the agreement.

A project may request that the advance payment be withheld or a project may request an advance payment of 10%, 20%, 30%, or 40% (with the exception of Clean Water Neighbor Grants. Please contact Watershed Management Section Staff for more details). The remaining grant award will be paid upon expenditures reported on the Affidavit of Expenditures and Nonfederal Contributions report.

KDHE will retain the final 10% of the grant until the following conditions are met:

- 1. The project has satisfactorily completed the deliverables as outlined in the Project Implementation Plan.
- 2. A final affidavit has been submitted and approved by KDHE.

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3. A project final report has been submitted and approved by KDHE.

4. KDHE will only retain grant final payments <u>for up to 6 months</u> after a grant has expired. Once the 6 month deadline has passed, any remaining unclaimed grant funds will be unencumbered (terminated) and no longer available to the Sponsoring Organization.

At the end of the project, all affidavits submitted throughout the project must account for (add up to) 100% of the project total.

- B. Affidavit of Expenditures and Nonfederal Contributions The cooperator will submit affidavit reimbursement requests via the Kansas Clean Water website at <a href="https://kanphix.kdhe.state.ks.us/Public/KCW/">https://kanphix.kdhe.state.ks.us/Public/KCW/</a>. Affidavit information must be completed in the following categories:
  - 1. Personnel The Personnel category includes all wages and salaries paid to individuals for work on this project. It also includes the value of volunteer or contributed effort towards this project, including the direct salaries and wages paid or contributed but not the cost of fringe benefits for those individuals. This category does not include contract personnel. The costs of contract personnel should be included under Contractual Services.
  - 2. Fringe Benefits includes the cost of employer paid payroll taxes and benefits provided for employees. For volunteers include the cost of fringe benefits usually provided by the cooperating organization to their employees.
  - 3. Travel includes all costs associated with travel for this project. This would include mileage reimbursement (but not their salary while traveling); meals and lodging expenses or per diem expenses; parking and toll costs; and other expenses paid to persons who incurred travel costs in support of this project.

Mileage reimbursed from the grant or counted as match can not be greater than the mileage rate established for the State of Kansas by the Department of Administration. That rate is currently \$0.50 per mile by the most direct route. This rate is updated annually. Please visit <a href="http://www.da.ks.gov/ar/infocirc/fy2011/ic11a001.htm">http://www.da.ks.gov/ar/infocirc/fy2011/ic11a001.htm</a> to find out the current mileage reimbursement rate.

4. Supplies - includes all costs of consumable materials purchased and utilized in support of this project (i.e. food, paper, office materials, and postage).

5. Food Purchases - Purchases of food and refreshments is <u>not allowable</u> with State Water Plan funds. Food and refreshments is allowed with the use of federal 319 funds under certain conditions. The meal must be an essential part of the project, such as a working lunch or dinner. Suggested allowable expenses are:

Refreshments - \$3.00 per person Lunch \$12.25 per person Breakfast - \$11.25 per person Dinner \$23.50 per person

The necessity of a meal purchased from grant funds must be fully documented in the PIP and reported in the quarterly report. Examples of acceptable instances of where meals can be provided are:

- The event occurs at an isolated location and no other meal services are available;
- ii. Meal is provided to assure that an all day meeting can stay onschedule;
- iii. Meal time is used as part of a continuing activity such as a speaker addressing water quality or nonpoint source pollution control topics;
- iv. Meal time is used for small group breakout discussion for a specific topic or assignment given prior to the meal. Results of the breakout discussion are reported back to the larger group and documented with the meeting proceedings;
- v. Use of meal time is the optimum time to convene certain stakeholders (farmers, teachers, etc.) and meal is essential to assure participation.
- 6. Equipment any item purchased with a useful life in excess of one year and a \$5,000 cost or more per unit. For equipment purchases, please provide a copy of the invoice with the make, model, and serial number of the item purchased.
- 7. Contractual Services includes services provided by agreement (written or unwritten) between the cooperator and service provider.
- 8. Other includes any expenses not included elsewhere.
- 9. Requested Changes to the PIP Budget KDHE recognizes that as projects are implemented changes to the budget may be necessary. Budget changes totaling less than \$2,500 do not require Project Officer approval, however, the change must be documented in the affidavit's comment field.

In the event the cooperator wishes to adjust the original budget by \$2,500 or more, a grant amendment must be completed via the Kansas Clean Water System. The Project Officer must approve the amendment <u>prior to the cooperator acting on the deviation</u>. The budget change is not authorized until the Project Officer has reviewed and approved the grant amendment.

C. Grant Project Contributions (i.e. match) - At the end of the project, the grant contributions <u>must equal or exceed</u> 40% of the total project cost. Final payment will be reduced if grant contributions do not meet the 40% requirement. Cooperators should try to meet their match requirements as the projects progresses via the quarterly affidavits of Project Expenditures and Grant Contributions, so that the match does not fall short at the end of the project.

#### State Water Plan Fund Match Requirements

Cooperator contributions for SWP funds may be from federal, state or local sources. Examples may include employee time or travel, other funds granted to project, equipment or other resources donated towards the project. Although other state funds may be used to match State Water Plan WRAPS funds, local funding is strongly encouraged for match contributions. Contact your KDHE Project Officer if you have any question on match eligibility.

## Section 319 Fund Match Requirements

Cooperator contributions to match 319 funds must be from state or local sources (non-federal dollars). Please note the KS WRAPS SWP funds awarded for a project may not count as match for the 319 funds awarded. Examples of state or local sources include state or local employee time or travel, state or local funds granted for a BMP/demonstration project, state or local equipment or other resources donated towards the project. Contact your KDHE Project Officer if you have any question on match eligibility.

- 1. Volunteer Services as match for both 319 and SWP funds Volunteer services provided to a cooperator will be valued at rates consistent with those ordinarily paid for similar work by the cooperator. Please note that time, mileage, etc. in which a volunteer attends a meeting, seminar or tour and does not provide a service may NOT be counted as match. If the cooperator does not employ individuals in this type of work the services will be valued at rates paid for similar work in the same labor market. A reasonable amount for fringe benefits may be included in the rate.
- 2. Cooperators should document how the rate for volunteers was determined and retain it with other project information. In addition, mileage volunteer's travel may be counted as match.

- 3. Example Volunteer Form may be found at: www.kdheks.gov/nps/downloads/GrantMatchingForm.pdf
- 4. Value of Volunteer's Time Website: www.independentsector.org/programs/research/volunteer\_time.html
- D. Withholding of Payment Payment may be withheld if project status reports are not submitted in a timely manner or if project requirements and objectives set out by the PIP are not being met. KDHE will only be retaining grant final payments for up to 6 months after a grant has expired. Once the 6 month deadline has passed, any remaining unclaimed grant funds will be unencumbered (terminated) and no longer available to the Sponsoring Organization. As a courtesy, KDHE will notify each project prior to the unencumbrance of funding, to give the funding recipient a final opportunity to complete the three conditions and receive the final payment.

Deficiency Resolution: Cooperators are responsible for fully implementing the PIP. The KDHE Project Officer is involved in project activities to the extent of monitoring deliverables, reviewing and approving progress reports and affidavits of expenditures, attending occasional meetings, and providing advisory support and technical assistance. Problems such as unforeseen loss of staff, prolonged bad weather, delays in programs used to leverage funding, etc, may affect the cooperators ability to meet the PIP requirements. In such cases, regular interaction and communication between the cooperator and the KDHE Project Officer may be needed to help keep project activities on track. Minor or temporary delays are usually resolved through good communication between the cooperator and the KDHE Project Officer.

More significant problems may develop where the project work is not progressing satisfactorily. Examples of potentially serious problems or deficiencies include: repeated failure to complete project work plan tasks; reports or related documentation routinely not submitted on time or of poor quality; project scope or deliverables changed without prior KDHE approval or work not performed in accordance with the work plan; unsubstantiated project costs; etc. In such instances, the KDHE Project Officer may initiate the following process in an attempt to rectify project deficiencies:

- 1. KDHE Project Officer will communicate informally (via email or orally) with the cooperator and/or project coordinator about the deficiencies and recommend actions to rectify the problems.
- 2. If the problems are not rectified satisfactorily in a timely manner, the KDHE Program Manager will send written correspondence to the

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nitials			

Signature Authority of the cooperator and the project coordinator, identifying the project deficiencies and requesting that corrective action steps by identified by the cooperator and/or coordinator and submitted to KDHE within 2 weeks. Once the action steps are agreed upon by KDHE and the cooperator, the actions will be implemented and monitored by the KDHE Project Officer.

- 3. If actions steps cannot be agreed upon, or if the action steps agreed upon are not adhered to, the KDHE Watershed Management Section Chief will provide written notification to the cooperator Signatory Authority to terminate funding. The notification will document the actions taken by KDHE to resolve the deficiencies and identify failures of the project to correct the deficiencies. The notification will outline the procedure to terminate the grant contract.
- E. Additional Payment Request Payments in excess of the amount expended can be made under special conditions. If a large expense to the grant is expected in the next quarter, the cooperator can request payment in advance of the expense by explaining the situation and provided the expense is identified in the PIP budget.

# III. Reporting Requirements

- A. Project Status Reports The cooperator will submit project status reports, through the Kansas Clean Water website for the designated reporting period, even if no activity or expenditures have occurred. Reporting period for all KDHE administered grants will be quarterly or semi-annually. If the cooperator has entered into sub-agreements for completion of work under this grant, the cooperator will secure appropriate project status reports from the sub-agreement vendor and include said reports with the cooperator's report. Exceptions to this reporting schedule may be made upon request. Please visit with your Project Officer to negotiate an alternate reporting period.
- B. Final Report- the Cooperator will submit a final report to KDHE for the grant period upon completion of the project. The final report is due 30 days after the funds are expended or the end of the project period. The final report should detail activities and accomplishments of the project as identified in the Project Implementation Plan. Final reports should be complete, but concise (preferably 25 pages or less). KDHE recommends submitting a draft Final Report to the KDHE Project Officer prior to officially submitting. The project final report must be comprehensive enough so that any reader may determine (1) the location, scope, goals, objectives, and accomplishments of the project; (2) where and why the

money was spent; (3) lessons learned, successes and failures; (4) how any aspect of the project may have been done differently;

- 1. Please see "Watershed Management Section Project Completion Reports" via <a href="https://www.kdhe.state.ks.us/nps/resources/final\_reports.pdf">www.kdhe.state.ks.us/nps/resources/final\_reports.pdf</a>
- 2. A listing of any consumable supplies remaining at the project ending date and all equipment purchased entirely or partially with grant funds and an estimate of the value of the equipment must be provided. If the cooperator would like to retain the equipment, include a statement of future plans for the equipment and a certification that the equipment will be used for future water quality activities. In the event the cooperator does not complete the project, all equipment purchased for the project through grants funds will be returned to KDHE.
- 3. Final Report should be submitted as an electronic copy (an email attachment or a mailed CD). If an electronic copy is not available, submit two unbound copies suitable for reproduction.
- C. Use of Project Data and Work Products KDHE may use the data and other information produced through this project for succeeding reports, publications, or other purposes without notice or additional payment. The cooperator will provide KDHE with a copy of all water quality data (including raw monitoring data), survey data, or other statistical information, fact sheets, work products, etc., obtained under this grant, in paper as well as electronic format, if available.
- D. Project Implementation Plans will not be approved unless previously funded projects are performing acceptably. This includes administrative status reports, affidavits, grant amendments, and current project performance.

## IV. Project Activity

Cooperator agrees to maintain an active and cooperative working relationship with the KDHE Project Officer assigned to the project. This involves keeping them informed of project activities including but not limited to:

- A. Assignment / Sub-agreements Prior to entering into a sub-agreement financed with grant funds, the cooperator must secure approval from KDHE. This grant agreement, the subject matter, or any portion thereof may not be sold, transferred, or assigned in any manner by the cooperator without first obtaining written permission from KDHE.
- B. Notification of Project Meetings and Activities The cooperator will provide KDHE Project Officer written notices of project meetings, workshops, and other activities in advance so the KDHE Project Officer has reasonable time to arrange for attendance. Thirty days is usually sufficient notice. Representatives of KDHE may attend project meetings and activities.
- C. Notification of Personnel Changes The cooperator will keep the KDHE Project Officer updated when personnel changes occur. Project managers must notify KDHE in writing or by email that personnel have left or been replaced. Included in the notification must be current contact information for the project representative responsible for reports and project work.
- D. A QAPP is a written document that outlines the procedures a monitoring project will use to ensure that samples, data, and subsequent reports are of high enough quality to meet project objectives. All work performed or funded by EPA that involves the acquisition of environmental data must have a KDHE approved Quality Assurance Project Plan including KS-WRAPS, Service Provider, 319, or CWN grants. QAPP's are required for both 319 and State Water Plan funded projects to ensure that project objectives are met. For guidance on preparing a QAPP please visit <a href="http://www.kdheks.gov/nps/QAPPGuidance.pdf">http://www.kdheks.gov/nps/QAPPGuidance.pdf</a>.
- V. Administering Cost Share Funds Watershed Restoration & Protection Strategy Projects

KDHE financial assistance supports timely installation of BMPs and Demonstration Projects to abate NPS pollution problems. All BMP's and Demonstration Projects must be designed, installed and/or constructed and evaluated prior to the project end date and must comply with the guidelines contained in Section VI.B.

The cooperator is responsible for insuring activities described in the PIP are completed on schedule. In the case that timely BMP installation is not achieved, and adjustments are necessary to the grant timeframe, the cooperator agrees to seek KDHE Project Officer approval and provide justification for the proposed adjustment. Where the project schedule is significantly adjusted, the KDHE Project Officer may request a Grant Amendment and/or a no-cost Grant Extension. Grant Amendments and/or a no-cost Grant Extensions will only be granted for extraordinary project circumstances.

Some practices may require only technical assistance with the landowner paying for all out-of-pocket costs associated with the construction and/or installation of the project. Other practices may involve cost share in the form of a payment to a landowner to increase on-the-ground implementation. In both cases, BMP installations should be completed with cooperator oversight and technical assistance.

WRAPS Projects awarded funding for BMPs or Demonstration Projects must insure the projects implemented are in conformance with a KDHE approved 9 element watershed plan and the PIP. If other types of BMP/Demonstration projects are being considered or proposed projects are located outside of the target area specified in the watershed plan and the PIP, the cooperator must obtain approval from the KDHE Project Officer prior to executing any landowner agreements.

- A. Agreement The cooperator on behalf of the Stakeholder Leadership Team (SLT) must execute a cost-share agreement with each landowner that includes an operation and maintenance contract (see the Operation and Maintenance section below). Cooperators and/or SLTs set the cost-share rate at a level needed to accomplish BMP implementation as outlined in the 9 Element watershed plan and corresponding PIP, keeping in mind the program goal of leveraging other State and Federal financial resources to the extent possible. Cooperators are responsible for insuring practices are installed as designed by conducting an onsite inspection or cooperating with other state and/or federal programs that inspect project construction/installation.
- B. Standards and Specifications All BMP/Demonstration projects implemented with grant funds must comply with the KDHE guidelines. To qualify for financial assistance, a BMP/Demonstration project must meet either the first or second guideline as follows:
- 1. The project must demonstrate a new or innovative water quality protection measure or enhance an established water quality protection practice.

- Measures shall be implemented in a high priority area identified in the watershed assessment and will help achieve water quality and pollutant load reduction goals for the watershed.
- Measures shall be implemented in accordance with standards or procedures developed by a recognized authority with expertise in the subject matter (e.g. KSU Research and Extension, professional engineer) and accepted by KDHE.
- An evaluation component shall be included to evaluate the effectiveness of the measure being implemented.
- An information and education component shall be included to inform other stakeholders of the measure and its water quality benefits.
- 2. The project demonstrates an established water quality protection practice (i.e. Best Management Practice).
  - Practice shall be implemented in accordance with accepted standards and specifications of a state or federal agency when applicable. If no state or federal standard is available, other competent sources may be considered (e.g. urban BMP manuals).
  - Practice shall be implemented in a high priority area identified in the watershed assessment and will help achieve water quality and pollutant load reduction goals for the watershed.
  - Other federal, state or local funding sources have been explored and are not available for implementation of the practice or other sources are being leveraged to implement the practice.
  - An information and education component will be included to inform other stakeholders of the practice and its water quality benefits. An assessment of the effectiveness of the outreach efforts utilized shall be included.
- C. Operation and Maintenance The cooperator will assure continued proper operation and maintenance of all nonpoint source management practices that have been implemented for projects funded under this agreement. Such practices shall be operated and maintained for an appropriate number of years in accordance with commonly accepted standards. The recipient shall include a provision in every applicable sub-agreement (sub-grant or contract) awarded under this agreement requiring that the management practices for the project be properly operated and maintained. The sub-grant or contract should acknowledge the terms and conditions as stated in the sample Non-Point Source Pollution Control Practice Landowner Maintenance Requirements included as Attachment 1 to this document.
- D. Confined Feeding Facility Recipients of 319 cost share for a confined feeding facility/animal feeding operation must comply with all applicable regulations and requirements of the KDHE Livestock Waste Management Program

(<u>www.kdheks.gov/feedlots/</u>). Cost-shared livestock projects must include a plan for properly managing manure/nutrients prepared by a KDHE recognized service provider.

E. WRAPS funding may not be utilized for urban stormwater practices or activities specifically required in an NPDES permit; or for practices for NPDES permitted Confined Animal Feeding Operations or NPDES permitted inactive mines.

#### VI. Financial Conditions

A. Accounting - The cooperator will establish and maintain an accounting system that meets the requirements of generally accepted accounting principles for the recording and reporting of receipts, disbursements, and the maintenance of asset and liability balances and adequate internal control.

B. Procurement - When securing goods and services needed to execute the project, the cooperator will secure the good or service at the least possible cost to the project through competitive bidding or comparison shopping. At a minimum three cost estimates will be secured. Documentation on procurement efforts will be retained by the cooperator and be available for review by KDHE, the U.S. Environmental Protection Agency, Kansas Legislative Post Audit, or other individuals or organizations authorized by the Kansas Department of Health and Environment. Acquisition of supplies, equipment, construction or services with federal or state funds must be made on a competitive basis to ensure reasonable prices are obtained (cost-share payments excluded). Cooperators may use their own procurement procedures provided they conform to 40 CFR 31.36.

Procurements less than \$100,000 may be conducted using small purchase procedures as outlined in 40 CFR 31.36. Small purchase procedures require that price or rate quotes must be obtained from an adequate number of qualified sources-typically three.

The reports must be submitted to KDHE semiannually for the periods ending March 31 and September 30. EPA Form 5700-52A may be obtained from the EPA Office of Small Business Program's Home Page on the Internet at <a href="https://www.epa.gov/osbp/">www.epa.gov/osbp/</a>.

C. Project Revenues - The cooperator will identify, record, and report any revenues received related to this project. The cooperator will retain such income to be used to further the objectives of the project. Any sale of a work product produced through efforts of this grant shall be identified in the PIP approved by KDHE. Any such income received during the grant period may be used as grant

Initials

contributed resources (i.e. matching funds). If revenues are received after the project, the cooperator is not required to report those revenues to KDHE, but will continue to utilize the funds to further the objectives of the project and will maintain records indicating such.

- D. Unspent Grant Funds Any unspent grant funds remaining at the end of the project period will be returned to KDHE unless KDHE has approved an extension and possibly a revised PIP.
- E. Financial Resources The recipient will be expected to have available financial resources to allow activity to continue for approximately four months while awaiting payments from KDHE.
- F. Audits Non-Federal entities that *expend* \$500,000 or more in a year in Federal awards shall have a single or program-specific audit conducted for that year. A copy of the audit report must be submitted to KDHE within 30 days of receipt. If the cooperator must perform an audit for some other purpose not related to this project, the cooperator may submit the specifications of the alternative audit procedures to KDHE to determine if the procedures will satisfy the intents and purposes of audits required for this grant.

Program-specific audit election: When an audited expends Federal awards under only one Federal program (excluding research and development (R&D)) and the Federal program's laws, regulations, or grant agreements do not require a financial statement audit of the audited, the audited may elect to have a program-specific audit conducted in accordance with OMB Circular A-133.235. A program-specific audit may not be elected for R&D unless all of the Federal awards expended were received from the same Federal agency, or the same Federal agency and the same pass-through entity, and that Federal agency, or pass-through entity in the case of a sub recipient, approves in advance a program-specific audit.

Non-Federal entities that expend less than \$500,000 a year in Federal awards are exempt from Federal audit requirements for that year but records must be available for review for three years by appropriate officials of the Federal agency, pass-through entity, General Accounting Office, KDHE, the U. S. Environmental Protection Agency, Kansas Legislative Post Audit, or other individuals or organizations authorized by the Kansas Department of Health and Environment.

1. For additional information on OMB Circular A-133 visit: <a href="http://www.whitehouse.gov/sites/default/files/omb/assets/a133/a133\_revised\_2007">http://www.whitehouse.gov/sites/default/files/omb/assets/a133/a133\_revised\_2007</a>.pdf

http://www.whitehouse.gov/omb/circulars/a133 compliance supplement 2012

- 2. Special audit requirements for projects sponsored by County Conservation Districts. The County Conservation District shall comply with the audit requirements established by the State Conservation Commission as contained in the Kansas Conservation District Handbook and other publications that may be issued by the State Conservation Commission.
- G. Follow applicable OMB cost principles. Costs charged to the grant must be reasonable and allowable costs. Follow federal cost principles applicable to the type of organization (governments, Federal OMB circular A-87 A-122, A-21). Cooperators may not incur costs before the effective date of the Grant Agreement. Circulars are at <a href="http://www.whitehouse.gov/omb/circulars">http://www.whitehouse.gov/omb/circulars</a>.

#### VII. Records

- A. Records Retention The cooperator will retain financial and programmatic records, supporting documents, and statistical records for three years from the latter of: (1) the date the project completion report is submitted, or (2) the date of any final resolution of any issues arising from litigation, claims, negotiation, audit, or other action involving the project.
- B. Access to Records The cooperator will afford access, upon written request, to representatives of the Secretary of Health and Environment or Kansas Division of Legislative Post Audit to any cooperator's documents and other records necessary to verify compliance with state agency grant award agreements, Kansas or Federal statutes, and Federal Grant regulations.

#### VIII. Miscellaneous Conditions

A. Acknowledgements - Reports and documents developed as part of a project funded by a 319 assistance agreement shall contain the following statement:

"This project has been funded wholly or in part by the United States Environmental Protection Agency under assistance agreement (number) to (recipient). The contents of this document do not necessarily reflect the views and policies of the Environmental Protection Agency, nor does mention of trade names or commercial products constitute endorsement or recommendation for use."

B. Project Signs for Demonstration Projects - Signage developed as part of a project funded by a 319 assistance agreement shall contain the EPA logo. A

graphic file of the EPA Logo and specifications on its use will be provided by US EPA for use by the grantee. If the physical design of the sign allows, it should also include the following text:

"This project has been funded through the Section 319 of the Clean Water Act" or "This cooperative project has been funded in part through the Section 319 of the Clean Water Act"

C. Announcements through the web or print materials for Workshop, conference, demonstration days or other events as part of a project funded by a 319 assistance agreement shall contain the EPA logo. A graphic file of the EPA Logo and specifications on its use will be provided by US EPA for use by the grantee. If the physical design of the announcement allows, it should also include:

"This project/event has been funded through the Section 319 of the Clean Water Act" or "This cooperative project/event has been funded in part through the Section 319 of the Clean Water Act"

IX. EPA Administrative & Programmatic Conditions for 319 Funded Projects

#### A. General Terms and Conditions

The recipient agrees to comply with the current EPA general terms and conditions available at: <a href="http://www.epa.gov/ogd/tc\_jan\_2014.pdf">http://www.epa.gov/ogd/tc\_jan\_2014.pdf</a>. These terms and conditions are in addition to the assurances and certifications made as part of the award and the terms, conditions or restrictions cited below.

The EPA repository for the general terms and conditions by year can be found at: http://www.epa.gov/ogd/tc.htm.

## B. Disadvantaged Business Enterprise

<u>UTILIZATION OF SMALL, MINORITY AND WOMEN'S BUSINESS ENTERPRISES</u>
(MBE/WBE)

- GENERAL COMPLIANCE, 40 CFR, Part 33
   The recipient agrees to comply with the requirements of EPA's Disadvantaged Business Enterprise (DBE) Program for procurement activities under assistance agreements, contained in 40 CFR, Part 33.
- 2. FAIR SHARE OBJECTIVES, 40 CFR, Part 33, Subpart D
  A recipient must negotiate with the appropriate EPA award official, or his/her designee, fair share objectives for MBE and WBE participation in procurement under the financial assistance agreements.

  In accordance with 40 CFR, Section 33.411 some recipients may be exempt

from the fair share objectives requirements described in 40 CFR, Part 33, Subpart D. Recipients should work with their DBE coordinator, if they think their organization may qualify for an exemption.

- a. Current Fair Share Objective/Goal The dollar amount of this assistance agreement or the total dollar amount of all of the recipient's financial assistance agreements in the current federal fiscal year from EPA is \$250,000, or more.
- b. Negotiating Fair Share Objectives/Goals In accordance with 40 CFR, Part 33, Subpart D, established goals/objectives remain in effect for three fiscal years unless there are significant changes to the data supporting the fair share objectives. The recipient is required to follow requirements as outlined in 40 CFR Part 33, Subpart D when renegotiating the fair share objectives/goals.
- 3. SIX GOOD FAITH EFFORTS, 40 CFR, Part 33, Subpart C Pursuant to 40 CFR, Section 33.301, the recipient agrees to make the following good faith efforts whenever procuring construction, equipment, services and supplies under an EPA financial assistance agreement, and to require that subrecipients, loan recipients, and prime contractors also comply. Records documenting compliance with the six good faith efforts shall be retained:
- (a) Ensure DBEs are made aware of contracting opportunities to the fullest extent practicable through outreach and recruitment activities. For Indian Tribal, State and Local and Government recipients, this will include placing DBEs on solicitation lists and soliciting them whenever they are potential sources.
- (b) Make information on forthcoming opportunities available to DBEs and arrange time frames for contracts and establish delivery schedules, where the requirements permit, in a way that encourages and facilitates participation by DBEs in the competitive process. This includes, whenever possible, posting solicitations for bids or proposals for a minimum of 30 calendar days before the bid or proposal closing date.
- (c) Consider in the contracting process whether firms competing for large contracts could subcontract with DBEs. For Indian Tribal, State and local Government recipients, this will include dividing total requirements when economically feasible into smaller tasks or quantities to permit maximum participation by DBEs in the competitive process.
- (d) Encourage contracting with a consortium of DBEs when a contract is too large for one of these firms to handle individually.
- (e) Use the services and assistance of the SBA and the Minority Business Development Agency of the Department of Commerce.
- (f) If the prime contractor awards subcontracts, require the prime contractor to take the steps in paragraphs (a) through (e) of this section.

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- 4. CONTRACT ADMINISTRATION PROVISIONS, 40 CFR, Section 33.302 The recipient agrees to comply with the contract administration provisions of 40 CFR, Section 33.302.
- 5. BIDDERS LIST, 40 CFR, Section 33.501(b) and (c) Recipients of a Continuing Environmental Program Grant or other annual reporting grant, agree to create and maintain a bidders list. Recipients of an EPA financial assistance agreement to capitalize a revolving loan fund also agree to require entities receiving identified loans to create and maintain a bidders list if the recipient of the loan is subject to, or chooses to follow, competitive bidding requirements. Please see 40 CFR, Section 33,501 (b) and (c) for specific requirements and exemptions.

# Non-Point Source Pollution Control Practice Landowner Maintenance Requirements

This contract is entered into between the [Sponsor Organization] and the undersigned landowner(s) on site [Legal Property Description]. By signing below, the landowner understands and agrees that upon his/her signature this contract will become effective. The landowner agrees, as soon as practicable after his/her signature, to implement the contract and provide certification of completion (i.e. invoices and/or receipts) to the [Sponsor Organization]. Furthermore, the undersigned landowner agrees to the terms set forth herein to include:

- 1. I understand that as a condition of receiving financial assistance, I have not begun construction or installation of this practice prior to the grant start date as stated in the agreement between the Kansas Department of Health & Environment and the Sponsoring Organization.
- 2. All program participants receiving payments for structural or management practices are required to follow NRCS Standards and Specifications or other standards and specifications accepted by the Kansas Department of Health and Environment. The contents and terms stated in adopted practices shall be considered part of this agreement and shall be carried out by the landowner as a condition of receiving payment.
- 3. As a condition of accepting financial assistance, I agree to maintain the practice according commonly accepted standards with a minimum of 10 years. Destruction of a practice(s) by an act beyond the control of the landowner is exempt from this provision. I also agree to permit access to land where the practice was applied for the [Sponsoring Organization] to inspect maintenance of the conservation practice(s) and for public information and education purposes.
- 4. Should I fail to maintain the practice according to approved Standards and Specifications, it is understood that I will be required to repay funds received.
- 5. The project shall be completed no later than the grant end date as stated in the agreement between the Kansas Department of Health & Environment and the Sponsoring Organization (unless a previous date is negotiated between the Sponsoring Organization and the undersigned landowner).
- 6. All Livestock Waste Systems shall comply with all applicable regulations of the Kansas Department of Health and Environment, Bureau of Water, Livestock Waste Management Section (<a href="http://www.kdheks.gov/feedlots/index.html">http://www.kdheks.gov/feedlots/index.html</a>). All Livestock Waste Systems which require site relocation, shall follow reclamation policies

adopted by the State Conservation Commission prior to payment of cost-share assistance. All Livestock Waste System relocation policies shall be considered part of this agreement and shall be carried out by the applicant as a condition of receiving funding assistance. Failure to implement all the requirements of the relocation policies may require repayment of funds received. The owner of the livestock facility is responsible for proper operation and maintenance and, if needed, modification of the facility or other actions to assure continuous satisfactory operation at landowner expense.

- 7. A landowner will not be reimbursed more than 100% of the landowner actual cost for a project.
- 8. When a change of ownership occurs on land, it is the responsibility of the original landowner to obtain, in writing, a contract with the new owner to transfer the maintenance obligations as stated in this contract to the new landowner. A copy of the transferred contract shall be provided to the [Sponsor Organization]. If such a contract is not made, this contract shall remain binding with the original landowner who received the financial assistance.

Landowner signature	/date:		

# SAMPLE DOCUMENT

State of Ka	ansas
Departmen	nt of Administration
DA-146a	(Rev. 06-12)

#### **CONTRACTUAL PROVISIONS ATTACHMENT**

Contract #	
Initials	

Important:

This form contains mandatory contract provisions and must be attached to or incorporated in all copies of any contractual agreement. If it is attached to the vendor/contractor's standard contract form, then that form must be altered to contain the following provision:

"The Provisions found in Contractual Provisions Attachment (Form DA-146a, Rev. 06-12), which is attached hereto, are hereby incorporated in this contract and made a part thereof."

The parties agree that the following provisions are hereby incorporated into the contract to which it is attached and made a part thereof, said contract being the \_\_\_\_\_\_, day of \_\_\_\_\_\_\_\_, 20\_\_\_\_\_.

- Terms Herein Controlling Provisions: It is expressly agreed that the terms of each and every provision in this attachment shall prevail and control over the terms of any other conflicting provision in any other document relating to and a part of the contract in which this attachment is incorporated. Any terms that conflict or could be interpreted to conflict with this attachment are nullified.
- 2. Kansas Law and Venue: This contract shall be subject to, governed by, and construed according to the laws of the State of Kansas, and jurisdiction and venue of any suit in connection with this contract shall reside only in courts located in the State of Kansas.
- Termination Due To Lack Of Funding Appropriation: If, in the judgment of the Director of Accounts and Reports, Department of Administration, sufficient funds are not appropriated to continue the function performed in this agreement and for the payment of the charges-hereunder, State may terminate this agreement at the end of its current fiscal year. State agrees to give written notice of termination to contractor at least 30 days prior to the end of its current fiscal year, and shall give such notice for a greater period prior to the end of such fiscal year as may be provided in this contract, except that such notice shall not be required prior to 90 days before the end of such fiscal year. Contractor shall have the right, at the end of such fiscal year, to take possession of any equipment provided State under the contract. State will pay to the contractor all regular contractual payments incurred through the end of such fiscal year, plus contractual charges incidental to the return of any such equipment. Upon termination of the agreement by State, title to any such equipment shall revert to contractor at the end of the State's current fiscal year. The termination of the contract pursuant to this paragraph shall not cause any penalty to be charged to the agency or the contractor.
- 4. <u>Disclaimer Of Liability</u>: No provision of this contract will be given effect that attempts to require the State of Kansas or its agencies to defend, hold harmless, or indemnify any contractor or third party for any acts or omissions. The liability of the State of Kansas is defined under the Kansas Tort Claims Act (K.S.A. 75-6101 et seq.).
- 5. Anti-Discrimination Clause: The contractor agrees: (a) to comply with the Kansas Act Against Discrimination (K.S.A. 44-1001 et seq.) and the Kansas Age Discrimination in Employment Act (K.S.A. 44-1111 et seq.) and the applicable provisions of the Americans With Disabilities Act (42 U.S.C. 12101 et seq.) (ADA) and to not discriminate against any person because of race, religion, color, sex, disability, national origin or ancestry, or age in the admission or access to, or treatment or employment in, its programs or activities; (b) to include in all solicitations or advertisements for employees, the phrase "equal opportunity employer"; (c) to comply with the reporting requirements set out at K.S.A. 44-1031 and K.S.A. 44-1116; (d) to include those provisions in every subcontract or purchase order so that they are binding upon such subcontractor or vendor; (e) that a failure to comply with the reporting requirements of (c) above or if the contractor is found guilty of any violation of such acts by the Kansas Human Rights Commission, such violation shall constitute a breach of contract and the contract may be cancelled, terminated or suspended, in whole or in part, by the contracting state agency or the Kansas Department of Administration.

Contractor agrees to comply with all applicable state and federal anti-discrimination laws.

The provisions of this paragraph number 5 (with the exception of those provisions relating to the ADA) are not applicable to a contractor who employs fewer than four employees during the term of such contract or whose contracts with the contracting State agency cumulatively total \$5,000 or less during the fiscal year of such agency.

- 6. Acceptance Of Contract: This contract shall not be considered accepted, approved or otherwise effective until the statutorily required approvals and certifications have been given.
- 7. Arbitration, Damages, Warranties: Notwithstanding any language to the contrary, no interpretation of this contract shall find that the State or its agencies have agreed to binding arbitration, or the payment of damages or penalties. Further, the State of Kansas and its agencies do not agree to pay attorney fees, costs, or late payment charges beyond those available under the Kansas Prompt Payment Act (K.S.A. 75-6403), and no provision will be given effect that attempts to exclude, modify, disclaim or otherwise attempt to limit any damages available to the State of Kansas or its agencies at law, including but not limited to the implied warranties of merchantability and fitness for a particular purpose.
- 8. Representative's Authority To Contract: By signing this contract, the representative of the contractor thereby represents that such person is duly authorized by the contractor to execute this contract on behalf of the contractor and that the contractor agrees to be bound by the provisions thereof
- 9. Responsibility For Taxes: The State of Kansas and its agencies shall not be responsible for, nor indemnify a contractor for, any federal, state or local taxes which may be imposed or levied upon the subject matter of this contract.
- 10. <u>Insurance</u>: The State of Kansas and its agencies shall not be required to purchase any insurance against loss or damage to property or any other subject matter relating to this contract, nor shall this contract require them to establish a "self-insurance" fund to protect against any such loss or damage. Subject to the provisions of the Kansas Tort Claims Act (K.S.A. 75-6101 et seq.), the contractor shall bear the risk of any loss or damage to any property in which the contractor holds title.
- 11. <u>Information</u>: No provision of this contract shall be construed as limiting the Legislative Division of Post Audit from having access to information pursuant to K.S.A. 46-1101 et seq.
- 12. The Eleventh Amendment: "The Eleventh Amendment is an inherent and incumbent protection with the State of Kansas and need not be reserved, but prudence requires the State to reiterate that nothing related to this contract shall be deemed a waiver of the Eleventh Amendment."
- 13. <u>Campaign Contributions / Lobbying:</u> Funds provided through a grant award or contract shall not be given or received in exchange for the making of a campaign contribution. No part of the funds provided through this contract shall be used to influence or attempt to influence an officer or employee of any State of Kansas agency or a member of the Legislature regarding any pending legislation or the awarding, extension, continuation, renewal, amendment or modification of any government contract, grant, loan, or cooperative agreement.

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# Kansas Clean Water Grant Application

Print Date:

8/14/2014

Grant Type: Funding Years: **WRAPS** 

3

**Grant Status:** Grant ID:

Active

806

**Grant Title:** 

KS WRAPS - Lower Arkansas (RiverCity) WRAPS Implementation SFY15 Yr 2

#### **Grant Core Information**

# **Project Information**

Sponsor Taxpayer ID (FEIN):

486000653

**FEIN Suffix:** 

Name:

CITY OF WICHITA

Address

455 N MAIN ST FL 12

Unit:

PO Box:

City, State Zip:

WICHITA, KS 67202-1623-0

**Project Contact Person:** 

Name:

Jim Hardesty 316-268-8317

Phone:

extension:

Address:

Unit:

P.O. Box:

City, State, Zip:

, KS

Email:

jhardesty@wichita.gov

# **Project History:**

Please describe any past WRAPS grants, grant accomplishments and load reductions achieved.

Our project has just finished the Assessment and Planning Phase with an approved 9 Element Plan. Project #2008-W001, Grant ID # 516.

# **Project Scope**

HUC Type: 12

HUC Code(s):

110300130104; 110300130106; 110300130103; 110300130101;

110300130105; 110300130102;

River Basin(s):

Lower Arkansas;

Watershed: Dry Creek-Cowskin Creek; Wichita VC Floodway-Arkansas River; Cadillac Lake-Cowskin Creek; Gypsum

Creek; Wichita Floodway; Headwaters Cowskin Creek;

Kansas Counties:

No counties found;

Grant Type: WRAPS

KCW Grant ID number:

806

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States: KS; KS; KS; KS; KS; KS;

# **Demonstration Projects**

WRAPS projects may request financial resources to implement Demonstration Projects. To qualify for financial assistance, the project must meet either the first or second guideline.

- 1. The project will demonstrate a new or innovative water quality protection measure or enhance an established water quality protection measure.
- \* Measures shall be implemented in a high priority area (identified in a watershed assessment, if available) and will help achieve water quality and pollutant load reduction goals for the watershed.
- \* Measures shall be implemented in accordance with standards or procedures developed by a recognized authority with expertise in the subject matter (e.g. KSU Research and Extension, conservation district, professional engineer) and reviewed by KDHE.
- \* An evaluation component shall be included to evaluate the effectiveness of the measure being implemented.
- \* An information and education component shall be included to inform other stakeholders of the measure and its water quality benefits.
- 2. The project will demonstrate an established water quality protection practice
- \* Practice shall be implemented in accordance with accepted standards and specifications of a state or federal agency when applicable. If no state or federal standard is available, other competent sources may be considered (e.g. urban BMP manuals).
- \* Practice shall be implemented in a high priority area (identified in a watershed assessment, if available) and will help achieve water quality and pollutant load reduction goals for the watershed.
- \* Other federal, state or local funding sources have been explored and are not available for implementation of the practice or other sources are being leveraged to implement the practice.
- \* An information and education component will be included to inform other stakeholders of the practice and its water quality benefits. An assessment of the effectiveness of the outreach efforts utilized shall be included.

Pollutant	Fecal Coliform Bacteria		UOM:	Each
Source	Municipal/urban areas			
LoadRedGoalText		PracticeText		
There is no load reduc	tion calculation for this pollutant	Information and education		
Pollutant	Trash/litter/floatables		UOM:	Each
Source	Municipal/urban areas			
LoadRedGoalText		PracticeText		
There is no load reduc	tion calculation for this pollutant	Information and education		
Pollutant	Trash/litter/floatables		UOM:	
Source	Riparian corridors			
LoadRedGoalText		PracticeText		
There is no load reduction calculation for this pollutant		Information and education		

Installation milestones will be determined by the amount of funding during Year 1.

Grant Type: WRAPS KCW Grant ID number: 806 Page 2 of 18

#### Describe the following:

- 1. How the practice location will be determined.
- 2. How the practice will be shared with other watershed stakeholders.
- 3. What additional federal, state or local resources will be leveraged for practice implementation.
- 1) Areas targeted by the 9 Element Plan as listed in the Project Scope
- 2) SLT meeting, website, brochures, media, tours
- 3) The City of Wichita

How will success of the Demonstration Project be determined?

Number of projects completed

Public participation at events

Website hits

Number of brochures given out

Number of residents installing BMP's

What standards and/or specifications will be used to insure practice success?

Rain gardens- designed in the Wichita/Sedgwick County Stormwater Manual

Buffers- NRCS and Wichita/Sedgwick County Stormwater Manual

Bank stablization- NRCS, Kansas State University Research and Extension Guidance, KDWP&T

Website tracking- Google Analytics

# **Grant Management**

When is the anticipated start date for this project?

10/01/2014

When will the project goals and objectives be achieved and a final project report be submitted to kdhe?

03/31/2016

How often is it necessary to report project milestones and budget reimbursements to kdhe (subject to approval by KDHE)?

**BiAnnually** 

Please understand whatever is selected will be how often you may request additional financial resources.

What is the requested advance payment if the grant is approved?



Signature authority contact information

Name:

Carl Brewer

Title:

Mayor

Phone: 316

316-268-4545

Email:

cbrewer@wichita.gov

ext:

Grant Type: WRAPS

# **Budget**

Category	Grant Total	Match	Project Total
Personnel	\$0.00	\$2,333.33	\$2,333.33
Fringe benefits	\$0.00	\$0.00	\$0.00
Travel	\$456.00	\$0.00	\$456.00
Equipment purchases	\$0.00	\$0.00	\$0.00
Supplies	\$3,040.00	\$9,000.00	\$12,040.00
Contractual Services	\$16,504.00	\$0.00	\$16,504.00
Other	\$0.00	\$2,000.00	\$2,000.00
Indirect costs	\$0.00	\$0.00	\$0.00
(not to exceed 10% of the granttotal)			
Column totals	\$20,000.00	\$13,333.33	\$33,333.33

Required contribution: 40% or

Actual contribution

\$13,333.33 \$13,333.33

# **Budget Details**

#### Personnel match total

\$400 SLT member/volunteer time

\$1333.33 Volunteer website, Facebook, and IT coordination and maintenance

\$400 Riverbank restoration volunteer labor

\$200 Project Coordinator time for administration and recordkeeping

#### Travel grant total

\$456 mileage for SLT to attend, as yet unscheduled, state and local meetings

#### Supplies grant total

\$1840 Printing costs for informational/educational brochures

\$200 Office materials

\$200 Meeting supplies

\$200 Supplies to support EarthDay

\$350 Plants & seeds material for visual display practices

\$250 River Day trash clean up events

\$3040- Total

#### Supplies match total

\$9,000 Installation of BMP(s) as designed by Consultant, includes labor and equipment usage for BMP installation. Also includes supplies for Lights on The River event with pending approval by Project Officer prior to the event.

#### Contractual services grant total

\$16,504 Contractuals for BMP design, BMP Coordination, and production of Project Completion Report

#### Other match total

\$2000 City facility rental and IT data services

# **Project Team Members**

Grant Type: WRAPS

KCW Grant ID number:

806

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Name:

**Becky Lewis** 

Email:

rlewis@wichita.gov

Phone:

316-268-8351

Role:

Secretary

Affiliation:

City of Wichita

Name:

Brian Nelson

Email:

bnelson0625@gmail.com

Phone:

316-268-8351

Role:

Chair

Affiliation:

Volunteer

Name:

Gregg Armstrong

Email:

garmstrong@gsinetwork.com

Phone:

316-268-8351

Role:

Participant

Affiliation:

Volunteer

Name:

Jim Hardesty

Email:

jhardesty@wichita.gov

Phone:

316-268-8317

Role:

Coordinator

Affiliation:

City of Wichita

Name:

Richard Basore

Email:

rbashore@kdheks.gov

Phone:

316-337-6014

Role:

**Participant** 

Affiliation:

Citizen

Name:

Sarah Goertz

Email:

sarah\_goertz@hawkerbeechcraft.com

Phone:

316-268-8351

Role:

**Participant** 

Affiliation:

Volunteer

Grant Type: WRAPS

KCW Grant ID number:

806

Page 5 of 18

Name:

Scott Satterthwaite

Email:

ssatterthwaite@kdheks.gov

Phone:

785-296-5573

Role:

**Project Officer** 

Affiliation:

Citizen

# **WRAPS Grant Implementation Information**

#### Goals, Objectives and Methods Detail

Number of Funding Years:

3

Watershed Goal #1 for Funding Year 1

Implement urban BMPs to protect Gypsum Creek as documented in Year 1 of the Lower Arkansas-River City WRAPS 9 Element Plan (SFY14).

#### Objectives and Methods

#### **Project Objective 1**

Implement Urban BMPs as documented in Year 1 of the Lower Arkansas-River City WRAPS 9 Element Plan (SFY14).

#### **Project Methods 1**

As documented in Year 1 of the Lower Arkansas-River City WRAPS 9 Element Plan (SFY14):

Information and Education- WRAPS funded

Implement information and education in Edgemoor Park neighborhood- WRAPS funded

Rain Gardens and Bio-rentention - Downspout disconnection/ Rain Garden on City property non-WRAPS funded

Install 1/2 mile stream bank buffer at Edgemoor Park, or other BMP/location as selected by Consultant- non WRAPS funded

Selection and design of additional BMP(s) by Consultant- WRAPS funded

#### Project Pollutant Load Reduction Goal 1

Gypsum Creek is not impaired however, the SLT wanted to include it in the 9 element plan as it is implicated in the Lower Ark TMDL.

#### **Project Objective 2**

Lights On The River Event

#### **Project Methods 2**

Participants pay an entry fee to float their decorated boats on the river. A festival is held downtown near there. Attendees vote on their favorite boats. There will be pollution reduction/awareness questionaires, displays etc., on WRAPS and water quality awareness

If necessary, form offical partnership with W.I.R.E. a local stakeholder group planning for health and environment of local citizenry.

#### Project Pollutant Load Reduction Goal 2

#### Watershed Goal #2 for Funding Year 1

Improve water quality in Cowskin Creek by reducing phosphorus, nitrogen, sediment and bacteria as documented in Year 1 of the Lower Arkansas-River City WRAPS 9 Element Plan (SFY14).

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#### **Objectives and Methods**

#### **Project Objective 1**

Reduce phosphorus in Cowskin Creek as documented in Year 1 of the Lower Arkansas-River City WRAPS 9 Element Plan (SFY14).

#### **Project Methods 1**

As documented in Year1 of the Lower Arkansas-River City WRAPS 9 Element Plan on page 40(SFY14):

Install 15 foot native grass buffer, 1/2 mile long, to filter runoff, protect banks, deter geese, no mowing, woody vegetation removal if needed. Non-WRAPS Funded.

Develop the Blue Water Neighborhood Program (Still in design stage) will include efforts to promote and facilitate the compleition downspout disconnection, lawn care and yard waste management, rain barrels and gardens. WRAPS funded

#### Project Pollutant Load Reduction Goal 1

As documented in Year1 of the Lower Arkansas-River City WRAPS 9 Element Plan on pages 44-47(SFY14):

Total phosphorus- 1,797 Lbs.

Total Nitrogen-14,566 Lbs.

TSS- 27 tons

No load reduction for bacteria. Will use the bacteria index in the Plan.

#### Watershed Goal #1 for Funding Year 2

Improve water quality in Gypsum Creek by implementing urban BMPs to protect Gypsum Creek as documented in Year 2 of the Lower Arkansas-River City WRAPS 9 Element Plan (SFY15).

#### **Objectives and Methods**

#### **Project Objective 1**

Implement urban BMPs as documented in Year 2 of the Lower Arkansas-River City WRAPS 9 Element Plan (SFY15).

#### **Project Methods 1**

Install 1/2 mile stream bank buffer at Edgemoor Park, or other BMP/location as selected by Consultant- non WRAPS funded 2 acres permanent revegetation- non WRAPS funded

Additional stream and riparian analysis by Consultant- WRAPS funded

Selection and design of additional BMP(s) by Consultant- WRAPS funded

#### Project Pollutant Load Reduction Goal 1

Gypsum Creek is not impaired however, the SLT wanted to include it in the 9 element plan as it is implicated in the Lower Ark TMDL

#### **Project Objective 2**

Facilitate the Lights on the River Event.

#### **Project Methods 2**

Participants pay an entry fee to float their decorated boats on the river. A festival is held downtown near there. Attendees vote on their favorite boats. There will be pollution reduction/awareness questionaires, displays etc. on WRAPS and water quality awareness at the Lights On The River event

If necessary, form offical partnership with W.I.R.E. a local stakeholder group planning for health and environment of local citizenry.

#### Watershed Goal #2 for Funding Year 2

Improve water quality in Cowskin Creek by reducing phosphorus, nitrogen, sediment and bacteria as documented in Year 2 of the Lower Arkansas-River City WRAPS 9 Element Plan (SFY15).

Grant Type: WRAPS KCW Grant ID number: 806 Page 7 of 18

#### Objectives and Methods

#### **Project Objective 1**

Reduce phosphorus in Cowskin Creek as documented in Year 2 of the Lower Arkansas-River City WRAPS 9 Element Plan (SFY15).

#### **Project Methods 1**

As documented in Year2 of the Lower Arkansas-River City WRAPS 9 Element Plan on page 40 (SFY15):

Install 15 foot native grass buffer, 1/2 mile long, to filter runoff, protect banks, deter geese, no mowing, woody vegetation removal if needed. Non-WRAPS Funded.

Implement the Blue Water Neighborhood Program will include efforts to promote and facilitate the completion downspout disconnection, lawn care and yard waste management, rain barrels and gardens. WRAPS funded

Bioretention on City property in Blue Water Neighborhood Non-WRAPS funded

#### Project Pollutant Load Reduction Goal 1

As documented in Year2 of the Lower Arkansas-River City WRAPS 9 Element Plan on pages 44-47 (SFY15):

Total Nitrogen- 18,842 Lbs.

Total Phosphours- 2,192 Lbs.

TSS- 55 Tons

#### Watershed Goal #1 for Funding Year 3

Improve water quality in Gypsum Creek by implementing urban BMPs to protect Gypsum Creek as documented in Year 3 of the Lower Arkansas-River City WRAPS 9 Element Plan (SFY16).

#### Objectives and Methods

#### **Project Objective 1**

Facilitate the implementation of BMPs through information and education, demonstration and installation.

#### **Project Methods 1**

As documented in Year 3 of the Lower Arkansas-River City WRAPS 9 Element Plan (SFY16). Install stream buffers in Gypsum Creek watershed- non WRAPS funded Implement information and education in Gypsum Creek watershed- WRAPS funded Riparian analysis by Consultant- WRAPS funded

#### Project Pollutant Load Reduction Goal 1

Gypsum Creek is not imparied, however, it is a focus of the City and SLT and is implicated in the broader Lower Ark TMDLS.

#### **Project Objective 2**

#### Lights On The River Event

#### **Project Methods 2**

Participants pay an entry fee to float their decorated boats on the river. A festival is held downtown near there. Attendees vote on their favorite boats. There will be pollution reduction/awareness questionaires, displays etc. on WRAPS and water quality awareness.

#### Remaining Objective(s)

Watershed Goal #2 for Funding Year 3

Grant Type: WRAPS

KCW Grant ID number:

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Improve water quality in Cowskin Creek by reducing phosphorus, nitrogen, sediment and bacteria as documented in Year 3 of the Lower Arkansas-River City WRAPS 9 Element Plan (SFY16).

#### Objectives and Methods

#### **Project Objective 1**

Implement Urban BMPs as documented in Year 3 of the Lower Arkansas-River City WRAPS 9 Element Plan (SFY16).

#### **Project Methods 1**

As documented in Year 2 of the Lower Arkansas-River City WRAPS 9 Element Plan on page 40 (SFY15): Install 15 foot native grass buffer, 1/2 mile long, to filter runoff, protect banks, deter geese, no mowing, woody vegetation removal if needed. Non-WRAPS Funded.

Implement the Blue Water Neighborhood Program will include efforts to promote and facilitate the completion of downspout disconnection, lawn care and yard waste management, rain barrels and gardens. WRAPS funded

#### Project Pollutant Load Reduction Goal 1

As documented in Year2 of the Lower Arkansas-River City WRAPS 9 Element Plan on pages 44-47 (SFY15):

Total Nitrogen- 19,128 Lbs.

Total Phosphours- 2,587 Lbs.

TSS-82 Tons

#### Implementation Project Scope

Targeted areas from the 9 Element plan and watersheds as listed in Project Scope

#### **Watershed Description**

Please describe how this watershed has been assessed including other assessment activities by other organizations, agencies or entities.

Local landowners

Region 5 Watershed Management model

TMDL/Monitoring data

Please identify the TMDLs addressed by this project. For more information on what TMDL's are set for your watershed please visit: http://www.kdheks.gov/tmdl/

Bacteria (High)- Cowskin-Directly

Bacteria (High)- Ark River-Indirectly

Aquatic Life (High)- Cowskin Creek

Please identify the water bodies used for drinking water supply that will be restored or protected by this project.

Arkansas River and selected tributaries will be improved, not any 'bodies of water'.

#### **Watershed Plan Evaluation**

As the watershed plan is implemented, how will progress be measured toward meeting the watershed goals? What are the criteria in which the goals will be measured?

KDHE continues to monitor water quality in the River City WRAPS watershed by maintaining the monitoring stations located within the watershed. Section 9.3 of the 9 Element Plan shows a map locating the monitoring stations within the River City WRAPS watershed. The map is color-coded to indicate subwatersheds that have been targeted for BMP installation and water quality monitoring by this plan. The permanent monitoring sites are continuously monitored for nutrients, E. coli, chemicals, turbidity, alkalinity, dissolved oxygen, pH, ammonia, and metals. Indicators tested for each site may vary depending on the season at collection time and other factors.

Progress will be measured by comparing water quality data with established TMDL's to evaluate the effectiveness of BMP's installed as a part of the implementation phase. Due to the limited scope of pilot project BMP's, other water quality indicators may be utilized by the SLT to evaluate the effectiveness of the various BMP's relative to localized water quality improvement. These indicators may include monitoring of the occurrence of algal blooms in streams, increase or decrease in number of water quality complaints received by the City of Wichita or KDHE, and trends of quantity and quality of fishing in streams or other recreational use of streams.

Supplemental water quality monitoring during years 1-5 will be conducted by volunteers recruited by the SLT using

Grant Type: WRAPS

KCW Grant ID number:

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relatively simple and inexpensive field test methods for flow, TP, TN, and TSS. Because of the methods and equipment required, field sampling for bacteria is not recommended. The SLT will seek partnerships with the City of Wichita and/or local colleges in an effort to arrange periodic bacterial analysis of water samples collected by volunteer sampling crews. Information and Education activities funded through the RiverCity WRAPS will include a program evaluation component designed to assess program effectiveness. Evaluation methods will include estimated outcomes relative to behavior changes, BMP adoption rates resulting from information and education activities. Service providers will be required to submit written evaluations of their activities summarizing participation rates, demonstrating successful delivery of learning objectives and progress.

Please describe the evaluation process for your watershed project.

Monitoring data from KDHE will be used to determine water quality progress, track water quality milestones, and to determine the effectiveness of the BMP implementation outlined in the plan. The schedule for review for the monitoring data will be tied to the water quality milestones that have been developed for each watershed, as well as the frequency of the KDHE sampling data.

Information and Education activities will be evaluated through various means including measurement of public participation at sponsored events, monitoring of website hits, number of brochures distributed, number of residents installing BMP's, and neighborhood participation in water quality initiatives.

When is the next scheduled watershed plan update? How will the plan be updated?

2018. The SLT will evaluate implementation results during years 1 through 5 to determine which strategies have provided the greatest benefit, and which are most cost-effective. During this phase of the program, the SLT will also monitor lessons learned by other regional WRAPS groups, updated research on BMP effectiveness and cost, and emerging I&E strategies. The Nine Critical Element Plan will be updated based on these findings.

How will progress be reported to financial assistance providers and to the Stakeholder Leadership Team?

Progress will be reported to the financial assistance providers as data warrant, and will be in the form of the required bi-annual progress reports. The SLT will be updated as data warrant, and will be a part of the data evaluation process.

# **Demonstration Projects**

WRAPS projects may request financial resources to implement Demonstration Projects. To qualify for financial assistance, the project must meet either the first or second guideline.

- 1. The project will demonstrate a new or innovative water quality protection measure or enhance an established water quality protection measure.
- \* Measures shall be implemented in a high priority area (identified in a watershed assessment, if available) and will help achieve water quality and pollutant load reduction goals for the watershed.
- \* Measures shall be implemented in accordance with standards or procedures developed by a recognized authority with expertise in the subject matter (e.g. KSU Research and Extension, conservation district, professional engineer) and reviewed by KDHE.
- \* An evaluation component shall be included to evaluate the effectiveness of the measure being implemented.
- \* An information and education component shall be included to inform other stakeholders of the measure and its water quality benefits.
- 2. The project will demonstrate an established water quality protection practice
- \* Practice shall be implemented in accordance with accepted standards and specifications of a state or federal agency when applicable. If no state or federal standard is available, other competent sources may be considered (e.g. urban BMP manuals).
- \* Practice shall be implemented in a high priority area (identified in a watershed assessment, if available) and will help achieve water quality and pollutant load reduction goals for the watershed.
- \* Other federal, state or local funding sources have been explored and are not available for implementation of the practice or other sources are being leveraged to implement the practice.
- \* An information and education component will be included to inform other stakeholders of the practice and its water quality benefits. An assessment of the effectiveness of the outreach efforts utilized shall be included.

Grant Type: WRAPS KCW Grant ID number: 806 Page 10 of 18

**Demonstration Projects for Funding Year** 

Source: Fecal Coliform Bacteria

Load Reduction Goal

There is no load reduction caculation for this pollutant.

UOM: Each

**Practice** 

Information and education

Source: Trash/litter/floatables UOM: Each

Load Reduction Goal

There is no load reduction caculation for this pollutant.

**Practice** 

Information and education

Source: Trash/litter/floatables UOM:

Load Reduction Goal

There is no load reduction caculation for this pollutant.

**Practice** 

Information and education

Expected Completion Date: 10/01/2014

What are the demonstration project installation milestones:

Installation milestones will be determined by the amount of funding in Year 1.

Describe the following:

1. How the practice location will be determined.

- 2. How the practice will be shared with other watershed stakeholders.
- 3. What additional federal, state or local resources will be leveraged for practice implementation.
- 1) Areas target by the 9 Element Plan as listed in the Project Scope
- 2) SLT meeting, website, brochures, media, tours
- 3) The City of Wichita

How will success of the Demonstration Project be determined?

Number of projects completed

Public participation at events

Website hits

Number of brochures given out

Number of residents installing BMP's

What standards and/or specifications will be used to insure practice success?

Rain gardens- designed in the Wichita/Sedgwick County Stormwater Manual

Buffers- NRCS and the Wichita/Sedgwick County Stormwater Manual

Bank stablization- NRCS, Kansas State University Research and Extension Guidance, KDWP&T

2

Website tracking- Google Analytics

Demonstration Projects for Funding Year

Source: Fecal Coliform Bacteria UOM: Each

Grant Type: WRAPS KCW Grant ID number: 806 Page 11 of 18

Load Reduction Goal	
100 lbs of pet waste	
Practice	
Information and education	<del></del>
Source: Trash/litter/floatables	UOM:
Load Reduction Goal	
100 lbs	
Practice	
Information and education	
Source: Trash/litter/floatables	UOM: Each
Load Reduction Goal	
Practice	
Fractice	
Expected Completion Date: 10/01/2015	
What are the demonstration project installation milestones:	
Installation milestones will be determined by the amount of funding in Year	2.
Describe the following:	
<ol> <li>How the practice location will be determined.</li> <li>How the practice will be shared with other watershed stakeholders.</li> </ol>	
What additional federal, state or local resources will be leveraged for	practice implementation.
1) Areas targeted by the 9 Element Plan as listed in the Project Scope	
SLT meeting, website, brochures, media, tours     The City of Wichita	
How will success of the Demonstration Project be determined?	
Number of projects completed	
Public participation at events Website hits	
Number of brochures given out	
Number of residents installing BMP's	
What standards and/or specifications will be used to insure practice success	
Rain gardens- designed in the Wichita/Sedgwick County Stormwater Manua Buffers- NRCS, Kansas State University Research and Extension Guidance Website tracking- Google Analytics	
Demonstration Projects for Funding Year 3	
Source: Fecal Coliform Bacteria	UOM: Each
Load Reduction Goal	
100 lbs of pet waste	

KCW Grant ID number:

Grant Type: WRAPS

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#### **Practice**

Information and education Source: Trash/litter/floatables UOM: Each **Load Reduction Goal** 100 lbs **Practice** Information and education Source: Trash/litter/floatables UOM: **Load Reduction Goal** 100 lbs **Practice** Information and education **Expected Completion Date:** 09/30/2016 What are the demonstration project installation milestones: Installation milestones will be determined by the amount of funding in Year 3.

#### Describe the following:

- 1. How the practice location will be determined.
- 2. How the practice will be shared with other watershed stakeholders.
- 3. What additional federal, state or local resources will be leveraged for practice implementation.
- 1) Areas targeted by the 9 Element Plan as listed in the Project Scope
- 2) SLT meeting, website, brochures, media, tours
- 3) The City of Wichita

How will success of the Demonstration Project be determined?

Number of projects completed

Public participation at events

Website hits

Number of brochures given out

Number of residents installing BMP's

What standards and/or specifications will be used to insure practice success?

Rain gardens- designed in the Wichita/Sedgwick County Stormwater Manual

Buffers- NRCS, Kansas State University Research and Extension Guidance, KDWP&T

Website tracking- Google Analytics

Grant Type: WRAPS

# **Budget for Funding Year 2**

Category	Grant Total	Match	Project Total
Personnel	\$.00	\$2,333.33	2,333.33
Fringe benefits	\$.00	\$.00	0.00
Travel	\$456.00	\$.00	456.00
Equipment purchases	\$.00	\$.00	0.00
Supplies	\$3,040.00	\$9,000.00	12,040.00
Contractual Services	\$16,504.00	\$.00	16,504.00
Other	\$.00	\$2,000.00	2,000.00
Indirect costs	\$.00	\$.00	0.00
(not to exceed 10% of the granttotal)			
Column totals	20,000.00	13,333.33	33,333.33

Required contribution: 40% or

\$13,333.33

Actual contribution

\$13,333,33

# **Budget Detail for Funding Year 2**

#### Personnel match total

\$400 SLT member/volunteer time

\$1333.33 Volunteer website, Facebook, and IT coordination and maintenance

\$400 Riverbank restoration volunteer labor

\$200 Project Coordinator time for administration and recordkeeping

#### Travel grant total

\$456 mileage for SLT to attend, as yet unscheduled, state and local meetings

#### Supplies grant total

\$3040 Total

\$1840 Printing costs for informational/educational brochures

\$200 Office materials

\$200 Meeting supplies

\$200 Supplies to support Earth Day

\$350 Plants and seeds for visual display practices

\$250 River Day trash clean up events

\$3040 Total

#### Supplies match total

\$9,000 Installation of BMP(s) as designed by Consultant, includes labor and equipment usage for BMP installation. Also includes supplies for Lights On the River event pending approval by Project Officer prior to the event.

## Contractural services grant total

\$16,504 BMP designs, BMP Coordination, and production of Project Completion Report

#### Other match total

\$2000 City facility rental and data services

Grant Type: WRAPS KCW Grant ID number:

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# **Budget for Funding Year** 3

Category	Grant Total	Grant Total Match	
Personnel	\$.00	\$2,333.33	2,333.33
Fringe benefits	\$.00	\$.00	0.00
Travel	\$456.00	\$.00	456.00
Equipment purchases	\$.00	\$.00	0.00
Supplies	\$3,040.00	\$9,000.00	12,040.00
Contractual Services	\$16,504.00	\$.00	16,504.00
Other	\$.00	\$2,000.00	2,000.00
Indirect costs	\$.00	\$.00	0.00
(not to exceed 10% of the granttotal)			
Column totals	20,000.00	13,333.33	33,333.33

Required contribution: 40% or

\$13,333.33

Actual contribution

\$13.333.33

# **Budget Detail for Funding Year 3**

#### Personnel match total

\$400 SLT member/volunteer time

\$1333.33 Volunteer website, Facebook, and IT coordination and maintenance

\$400 Riverbank restoration volunteer labor

\$200 Project Coordinator time for administration and recordkeeping

#### Travel grant total

\$456 Mileage for SLT to attend, as yet unscheduled, state and local meetings

#### Supplies grant total

\$1840 Printing costs for informational/educational brochures

\$200 Office materials

\$200 Meeting supplies

\$200 Supplies to support Earth Day

\$350 Plants and seeds for visual display materials

\$250 River Day trash clean up

\$3040 Total

#### Supplies match total

\$9,000 Installation of BMP(s) as designed by Consultant, includes labor and equipment usage for BMP installation. Also includes supplies for Lights on The River event pending approval by Project Officer prior to the event.

#### Contractural services grant total

\$16,504 Contractuals for BMP design, BMP Coordination, and production of Project Completion Report.

#### Other match total

\$2000 City facility rental and IT data services

# **Stakeholder Leadership Team Information**

Grant Type: WRAPS

KCW Grant ID number:

806

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Describe the commitment of local stakeholders in support of the project and how this will be demonstrated.

Support has been consistent

Describe the Stakeholder Leadership Team including membership, organizational structure and general operating procedures.

Very diverse

Describe the process for obtaining SLT approval of this proposal.

Discussed at last SLT meeting

# **Stakeholder Leadership Team Members**

Name:

**Becky Lewis** 

Title:

**Environmental Compliance** 

Phone:

316-268-8351

Role:

Secretary

Volunteer

Affiliation: Address:

1900 E. 9th

Name:

**Brian Nelson** 

Title:

Volunteer

Phone:

316-268-8351

Role:

Chair

Affiliation:

Volunteer

Address:

Name:

Gregg Armstrong

Title:

Volunteer

Phone:

316-425-5139

Role:

Volunteer

Affiliation:

Volunteer

Address:

Name:

Hoyt Hillman

Title:

Volunteer

Phone:

316-268-8351

Role:

Volunteer

Grant Type: WRAPS

KCW Grant ID number:

806

Page 16 of 18

Affiliation:

Volunteer

Address:

Name:

Jim Hardesty

Title:

Stormwater Specialist

Phone:

316-268-8317

Role:

Coordinator

Affiliation:

City of Wichita

Address:

455 N. Main

Name:

Richard Basore

Title:

Phone:

316-337-6014

Role:

**Participant** 

Affiliation:

Citizen

Address:

Name:

Sarah Gertz

Title:

Volunteer

Phone:

316-268-8351

Role:

Vice Chair

Affiliation:

Volunteer

Address:

Name:

Scott Lindebak

Title:

Stormwater Engineer

Phone:

316-268-4545

Role:

**Participant** 

Affiliation:

City of Wichita

Address:

455 N. Main

Grant Type: WRAPS

KCW Grant ID number:

806

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Name:

Scott Satterthwaite

Title:

Project Officer

Phone:

785-296-5573

Role:

Project Officer

Affiliation:

Citizen

Address:

Grant Type: WRAPS

# Kansas Department of Health and Environment Nonpoint Source Financial Assistance Agreement

Project Number	: 2014-W061			
Project Name:	KS WRAPS - Lowe	r Arkansas	(RiverCity)WRAPS Im	plementation SFY15 Yr 2
Cooperator:	City of Wichita			
	455 N Main Wichita KS 67202		FEIN:	486000653
Cooperator's Co	ntact: Jim Hardesty		Phone:	(316) 268-8317
E-Mail: jharde	sty@wichita.gov			
			<u>U.S. EPA FFY</u> 2014	State Fiscal Year 2015
Grant Amount:	\$20,000		<u>Grant No.</u> C9007405 21	Project ID 264INC14
Matching Contrib	oution: \$13,333			204111014
Grant Period:	October 1, 2014	to M	arch 31, 2016	
Advance Payme	nt: \$10,000		Reserve Amount:	\$2,000
Project Officer:	Scott Satterthwaite /k	OHE	Phone: (785) 29	96-5573
the coop	o the attached grant conderator the amount of \$20 ntation plan found on Atta	0.000 for t	nsas Department of Health the purposes of performing	and Environment herewith grants t the project described in the project
Special Condition	ns:			
(Attachment 2) se	hereby is duly authorized et out by this agreement. T ealth and Environment.	to accept this This grant offe	grant offer and agrees to our signature is effective upon signature	comply with the terms and condition e of the Secretary, Kansas
Carl Brewer	Date		Robert Moser, M.D	D. Date
Mayor City of Wichita			Secretary Kansas Departme	nt of Health and Environment
APPRO	VAL AS TO F	ORM:_	Sharon Dickgrafe	Neting Director of Law
*** T T D T •			J. 14. J	

Karen Sublett, City Clerk

#### City of Wichita City Council Meeting November 4, 2014

**TO:** Mayor and City Council

**SUBJECT:** Payment for Settlement of Claim

**INITIATED BY:** Law Department

**AGENDA:** Consent

**Recommendation**: Authorize payment of \$12,660 as a full settlement of the subject claim.

**Background**: This claim arises from a traffic accident which occurred on March 29, 2014, involving a City of Wichita bus.

<u>Analysis</u>: The claimant has offered to accept a lump sum payment of \$12,660 as full settlement of all his claims against the City of Wichita. Due to the uncertainty and risk of an adverse judgment at trial, the Law Department recommends the settlement. The settlement of this claim does not constitute an admission of liability on the part of the City or the employee; rather, it is merely a settlement to resolve a disputed claim.

<u>Financial Considerations</u>: Funding for this settlement payment is available from the City's Self Insurance Fund. Finance is directed to make any budget adjustments required and to issue any general obligation bonds, as necessary, to provide for payment of the approved settlement.

<u>Legal Considerations</u>: The Law Department recommends settlement of this claim for the amount of \$12,660. The bonding resolution has been prepared and approved as to form by the law department.

**Recommendations/Actions**: It is recommended that the City Council authorize payment of \$12,660 as full settlement of all possible claims arising out of the events which are the subject of this claim and adopt the resolution.

**Attachments:** Bonding resolution.

#### **RESOLUTION NO. 14-319**

# A RESOLUTION AUTHORIZING THE ISSUANCE OF GENERAL OBLIGATION BONDS OF THE CITY OF WICHITA, KANSAS TO FUND A CIVIL LITIGATION SETTLEMENT.

**WHEREAS**, K.S.A. 75-6113 (the "Act") provides that payment of any judgments, compromises or settlements for which a municipality is liable pursuant to K.S.A. 75-6101 *et seq.*, and amendments thereto, may be made from any funds or moneys of the municipality which lawfully may be utilized for such purpose or if the municipality is authorized by law to levy taxes upon property such payment may be made from moneys received from the issuance of no-fund warrants, temporary notes or general obligation bonds, provided that warrants or temporary notes issued shall mature serially at such yearly dates as to be payable by not more than 10 tax levies and any bonds shall be issued in accordance with the provisions of the general bond law and shall be in addition to and not subject to any bonded debt limitation prescribed by any other law of the state of Kansas; and

WHEREAS, the City of Wichita, Kansas (the "City"), is a municipality within the meaning of the Act; and

**WHEREAS**, the governing body of the City has heretofore approved a certain Settlement Agreement relating to an incident occurring on March 29, 2014, involving a City of Wichita bus, under which Settlement Agreement the City is liable pursuant to K.S.A. 75-6101 *et seq.* to pay a settlement in the amount of \$12,660 and related expenses (the "Settlement"); and

**WHEREAS**, the governing body of the City hereby finds and determines it to be necessary to authorize the issuance of general obligation bonds of the City to finance the Settlement and related costs.

# THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

**SECTION 1. Financing**. The City is hereby authorized to issue general obligation bonds (the "Bonds") pursuant to the authority of the Act in an amount necessary to pay the costs of the Settlement, plus interest on interim financing and associated financing costs. Bonds may be issued to reimburse Settlement expenditures made on or after the date which is 60 days before the date of adoption of this Resolution, pursuant to Treasury Regulation §1.150-2.

**SECTION 2. Effective Date**. This Resolution shall take effect and be in full force from and after its adoption by the governing body of the City.

[BALANCE OF THIS PAGE INTENTIONALLY LEFT BLANK]

# (SEAL) Carl Brewer, Mayor ATTEST: Karen Sublett, City Clerk APPROVED AS TO FORM: Sharon L. Dickgrafe,

**ADOPTED** by the City Council of the City of Wichita, Kansas, on November 4<sup>th</sup>, 2014.

Interim Director of Law

#### Second Reading Ordinances for November 4, 2014 (first read on October 21, 2014)

#### A. (470174/448-90108)

#### ORDINANCE NO. 49-850

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Water Distribution System No. 448-90108, To Serve Falcon Falls 2nd Addition, (North of 45th St. North, West of Hillside).

#### B. (470170/448-90298)

#### ORDINANCE NO. 49-851

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Water Distribution System No. 448-90298, To Serve Tara Creek Addition, (North of Pawnee, West of 127th St. East,).

#### C. (470159/448-90331)

#### ORDINANCE NO. 49-852

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Water Distribution System No. 448-90331, To Serve Newmarket V Addition, (South of 29th St. North, West of Maize).

#### D. (470158/448-90343)

#### ORDINANCE NO. 49-853

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Water Distribution System No. 448-90343, To Serve Waterfront 6th Addition, (North of 13th, West of Greenwich).

#### E. (470166/448-90505)

#### ORDINANCE NO. 49-854

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Water Distribution System No. 448-90505, To Serve The Woods Addition, (East of 151st St. West, North of Maple).

#### F. (470-156/448-90585)

#### ORDINANCE NO. 49-855

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Water Distribution System No. 448-90585, To Serve Bridgeport Industrial Park I Addition, (South of 37th St. North, East of Broadway).

#### G. (470165/448-90598)

#### ORDINANCE NO. 49-856

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Water Distribution System No. 448-90598, To Serve Bay Country Addition, (West of 119th St. West, South of Central).

#### H. 470164/448-90600)

#### ORDINANCE NO. 49-857

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Water Distribution System No. 448-90600, To Serve Northborough 3rd Addition, (South of 21st St. North, East of Woodlawn).

#### I. (470168/448-90555)

#### ORDINANCE NO. 49-858

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Water Distribution System No. 448-90555, To Serve The Woods North 3rd Addition, (South of 29th St. North, West of 127th St. East).

# J. (470160/448-90563)

#### ORDINANCE NO. 49-859

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Water Distribution System No. 448-90563, To Serve Krug South Addition, (South of 21st, West of 143rd St. East).

#### K. (470161/448-90592)

#### ORDINANCE NO. 49-860

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Water Distribution System No. 448-90592, To Serve Frontgate Addition, (South of Central, West of 127th St. East).

#### L. (470-167/448-90597)

#### ORDINANCE NO. 49-861

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Water Distribution System No. 448-90597, To Serve Mission Addition, (North of Central, East of Hoover).

#### M. (480051/468-84363)

# ORDINANCE NO. 49-862

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of LATERAL 5, MAIN 18, FOUR MILE CREEK SEWER To Serve Tara Creek Addition (North of Pawnee, West of 127th St. East).

# N. (480047/468-84855)

# ORDINANCE NO. 49-863

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of LATERAL 539, SOUTHWEST INTERCEPTOR SEWER To Serve Dewitt 5th Addition (South of Harry, East of Hoover).

#### O. (480037/468-84858)

#### ORDINANCE NO. 49-864

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of LATERAL 8, MAIN 18, FOUR MILE CREEK SEWER To Serve Bellechase 3rd Addition (North of Harry, East of 127th St. East).

#### P. (480-039/468-84871)

#### ORDINANCE NO. 49-865

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of LATERAL 60, MAIN 24, WAR INDUSTRIES SEWER To Serve Waterfront 8th Addition (North of 13th, West of Greenwich).

#### Q. (480041/468-84883)

#### ORDINANCE NO. 49-866

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of LATERAL 136, WESTLINK SANITARY SEWER To Serve Huntington Park Addition (South of 13th, West of Maize).

#### R. (480046/468-84890)

# ORDINANCE NO. 49-867

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of LATERAL 62, COWSKIN INTERCEPTOR SEWER To Serve Bay Country Addition (West of 119th St. West, South of Central).

# S. (480045/468-84894)

# ORDINANCE NO. 49-868

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of LATERAL 22, MAIN 20, WAR INDUSTRIES SEWER To Serve Northborough 3rd Addition (South of 21st St. North, East of Woodlawn).

#### T. (480049/468-84822)

#### ORDINANCE NO. 49-869

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of LATERAL 430, FOUR MILE CREEK SEWER To Serve Woods North 3rd Addition (South of 29th St.North; West of 127th St. East).

#### U. (480042/468-84879)

#### ORDINANCE NO. 49-870

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of LATERAL 433, FOUR MILE CREEK SEWER To Serve Frontgate Addition (South of Central, West of 127th St. East).

#### V. 485-393/468-84732

#### ORDINANCE NO. 49-871

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Storm Water Sewer No. 660, Berkeley Square 1st Addition, (North of 13th, West of Greenwich).

#### W. 485-389/468-84753

#### ORDINANCE NO. 49-872

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Storm Water Drain No. 376, Newmarket Office 2nd Addition, (North of 29th Street North, West of Maize.

#### X. 485-406/468-84884

#### ORDINANCE NO. 49-873

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Storm Water Drain No. 388, Huntington Park Addition, (South of 13th, West of Maize).

#### Y. 485-411/468-84887

#### ORDINANCE NO. 49-874

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Storm Water Drain No. 389, Bay Country Addition, (West of 119th Street South of Central).

# Z. 485-412/468-84888

#### ORDINANCE NO. 49-875

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Storm Water Sewer No. 670, Bay Country Addition, (West of 119th Street, West, South of Central).

#### a. 485-407/468-84835

#### ORDINANCE NO. 49-876

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Storm Water Sewer No. 669, Krug South, (South of 21st, West of 143rd Street.

#### b. 485-408/468-84880

#### ORDINANCE NO. 49-877

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of Storm Water Drain No. 387, Frontgate Addition, (South of Central, West of 127th Street East).

c. (490-301/472-84980)

#### ORDINANCE NO. 49-878

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of CONSTRUCTING PAVEMENT ON 29TH STREET NORTH FROM 200 FEET EAST OF THE NORTHWEST CORNER OF STONEY POINTE ADDITION TO THE EAST A DISTANCE OF 515 FEET, (East of Greenwich, South of 29th Street North)

d. (490-300/472-84983)

#### ORDINANCE NO. 49-879

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of CONSTRUCTING PAVEMENT ON 29TH STREET, (East of Greenwich, South of 29th Street North)

e. (490-306/472-84990)

#### ORDINANCE NO. 49-880

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of CONSTRUCTING PAVEMENT ON PARKDALE CIRCLE, (North of 29th Street North, West of Maize)

f. (490-315/472-85103)

#### ORDINANCE NO. 49-881

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of CONSTRUCTING PAVEMENT ON JENNIE STREET AND JENNIE COURT, (West of 119th Street West, South of Central)

g. (490-290/472-83791)

#### ORDINANCE NO. 49-882

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of PAVING BRUSH CREEK CIRCLE, BRUSH CREEK COURT, FROM THE NORTH LINE OF WESTLAKES PARKWAY TO AND INCLUDING THE CUL-DE-SAC; AND PAVING WESTLAKES COURT FROM THE NORTH LINE OF WESTLAKES PARKWAY TO AND INCLUDING THE CUL-DE-SAC, (North of 29th Street North, Between Maize and Tyler)

# h. (490-313/472-85059)

# ORDINANCE NO. 49-883

An Ordinance levying assessments on lots, pieces, and parcels of land in the City of Wichita, Kansas, for the purpose of paying a portion of the cost of construction of CONSTRUCTING PAVEMENT ON SPLIT RAIL STRET & SPLIT RAIL CIRCLE, (South of 21st Street, West of 143rd Street East)

# City of Wichita City Council Meeting November 4, 2014

**TO:** Mayor and City Council

**SUBJECT:** VAC2014-00028 - Request to Vacate a Portion of a Platted Utility Easement on

Property Generally Located Between Interstate Highway I-135 and Kellogg

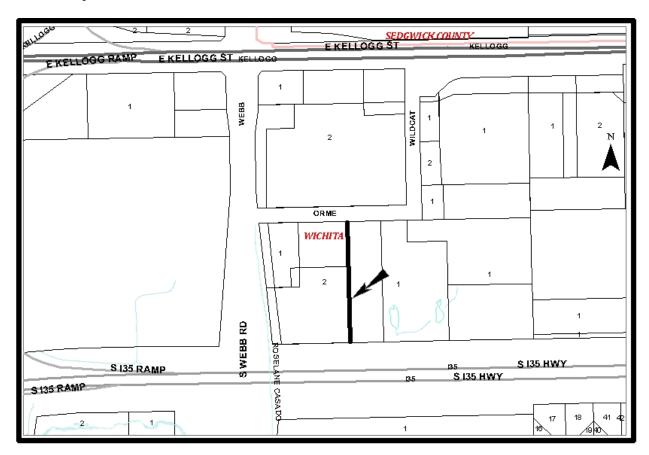
Street, Southeast of Webb Road and Orme Street (District II)

**INITIATED BY:** Metropolitan Area Planning Department

**AGENDA:** Planning (Consent)

**<u>Staff Recommendation:</u>** Staff recommends approval of the vacation request.

<u>MAPC Recommendation:</u> The Metropolitan Area Planning Commission recommends approval of the vacation request (8-0).



**Background:** The applicants propose to vacate the platted 560.09-foot long (x) 10-foot wide utility easement running parallel to the east lot line of Lot 2, Rosson Addition. There are no utilities located in the described easement. The Rosson Addition was recorded with the Register of Deeds of Sedgwick County May 16, 1978.

<u>Analysis:</u> The Metropolitan Area Planning Commission (MAPC) voted (8-0) to approve the vacation request. No one spoke in opposition to this request at the MAPC's advertised public hearing or its Subdivision Committee meeting. No written protests have been filed.

**Financial Considerations:** All improvements are to City standards and at the applicant's expense.

<u>Legal Considerations:</u> The Law Department has reviewed and approved, as to form, the Vacation Order. The original Vacation Order will be recorded with the Register of Deeds.

**Recommendation/Actions:** It is recommended that the City Council follow the recommendation of the Metropolitan Area Planning Commission and approve the Vacation Order and authorize the necessary signatures.

# **Attachments:**

Vacation Order

# BEFORE THE CITY COUNCIL OF THE CITY OF WICHITA, SEDGWICK COUNTY, KANSAS

IN THE MATTER OF THE VACATION OF A PORTION OF A PLATTED UTILITY EASEMENT	)	
OF A I LATIED UTILITY EASEWENT	)	
GENERALLY LOCATED BETWEEN INTERSTATE	)	VAC2014-00028
HIGHWAY I-135 AND KELLOGG STREET &	)	V11C2011 00020
SOUTHEAST OF WEBB ROAD AND ORME STREET	)	
	)	
	)	
MORE FULLY DESCRIBED BELOW	)	

# **VACATION ORDER**

NOW on this 4<sup>th</sup> day of November, 2014, comes on for hearing the petition for vacation filed by Michael E. Steven & Nevets, Inc. (owners), praying for the vacation of the following described portion of a platted utility easement, to-wit:

The platted 10-foot wide utility easement running parallel to the east lot line of Lot 2, Rosson Addition, Wichita, Sedgwick County, Kansas.

The City Council, after being duly and fully informed as to fully understand the true nature of this petition and the propriety of granting the same, makes the following findings:

- 1. That due and legal notice has been given by publication, as required by law, in The Wichita Eagle on August 21, 2014, which was at least 20 days prior to the public hearing.
- 2. No private rights will be injured or endangered by the vacation of the November 4, 2014

  Page 1 of 2

  VAC2014-00028

above-described portion of the platted utility easement and the public will suffer no loss or inconvenience thereby.

- 3. In justice to the petitioner(s), the prayer of the petition ought to be granted.
- 4. No written objection to said vacation has been filed with the City Clerk by any owner or adjoining owner who would be a proper party to the petition.
- 5. The vacation of the described portion of the platted utility easement should be approved.

IT IS, THEREFORE, BY THE CITY COUNCIL, on this 4<sup>th</sup> day of November, 2014, ordered that the above-described portion of the platted utility easement is hereby vacated. IT IS FURTHER ORDERED that the City Clerk shall send this original Vacation Order to the Register of Deeds of Sedgwick County.

ATTEST:	Carl Brewer, Mayor
Karen Sublett, City Clerk	
Approved as to Form:	
Sharon Dickgrafe, Interim City Attorney	

# City of Wichita **City Council Meeting** November 4, 2014

TO: Mayor and City Council

VAC2014-00029 - Request to Vacate a Portion of a Platted Front Yard Setback on Property Generally Located South of 13<sup>th</sup> Street North on the East Side of **SUBJECT:** 

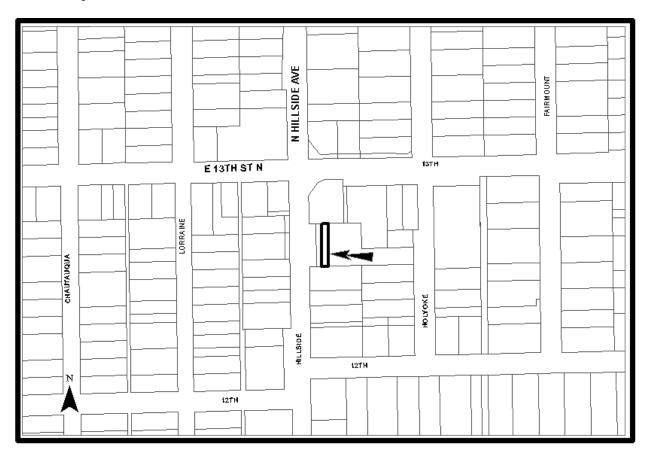
Hillside Avenue (District I)

**INITIATED BY:** Metropolitan Area Planning Department

**AGENDA:** Planning (Consent)

**Staff Recommendation:** Staff recommends approval of the vacation request.

**MAPC Recommendation:** The Metropolitan Area Planning Commission recommends approval of the vacation request (8-0).



Background: The applicant proposes to vacate the east 19 feet of the platted 35-foot front yard setback, on Lot 1, W.F. Farha Second Addition. The subject lot is zoned LC Limited Commercial. The Unified Zoning Code's (UZC) minimum front yard setback standard for the LC zoning district is 20 feet. If the front setback was not platted (but was the LC zoning district's 20-foot minimum front setback) the applicant could have applied for an Administrative Adjustment to reduce the setback by 20% resulting in a 16-foot front yard setback, which is the applicant's request. There are no platted easements in the described portion of the platted setback. There are no utilities within the described portion of the platted setback. The W.F. Farha Second Addition was recorded with the Register of Deeds July 20, 1965.

<u>Analysis:</u> The Metropolitan Area Planning Commission (MAPC) voted (9-0) to approve the vacation request. No one spoke in opposition to this request at the MAPC's advertised public hearing or its Subdivision Committee meeting. No written protests have been filed.

**Financial Considerations:** All improvements are to City standards and at the applicant's expense.

<u>Legal Considerations:</u> The Law Department has reviewed and approved, as to form, the Vacation Order. The original Vacation Order will be recorded with the Register of Deeds.

**Recommendation/Actions:** It is recommended that the City Council follow the recommendation of the Metropolitan Area Planning Commission and approve the Vacation Order and authorize the necessary signatures.

# **Attachments:**

Vacation Order

# BEFORE THE CITY COUNCIL OF THE CITY OF WICHITA, SEDGWICK COUNTY, KANSAS

IN THE MATTER OF THE VACATION OF A PORTION	)	
OF A PLATTED FRONT SETBACK	)	
	)	
	)	
GENERALLY LOCATED SOUTH OF 13 <sup>TH</sup> STREET	)	VAC2014-00029
NORTH ON THE EAST SIDE OF HILLSIDE AVENUE	)	
	)	
	)	
	)	
MORE FULLY DESCRIBED BELOW	)	

# **VACATION ORDER**

NOW on this 4<sup>th</sup> day of November, 2014, comes on for hearing the petition for vacation filed by Wil-Ken Enterprises, c/o Willie L. Kendrick (owner), praying for the vacation of the following described portion of a platted front setback, to-wit:

The East 19 feet of the West 35 feet of the Platted Front Yard Building Setback Line that runs parallel to the west lot line of Lot 1, W.F. Farha Second Addition and the east side of Hillside Avenue, Wichita, Sedgwick County, Kansas.

The City Council, after being duly and fully informed as to fully understand the true nature of this petition and the propriety of granting the same, makes the following findings:

1. That due and legal notice has been given by publication, as required by law, in The Wichita Eagle on September 4, 2014, which was at least 20 days prior to the public hearing.

November 4, 2014 VAC2014-00029 Page 1 of 2

- 2. No private rights will be injured or endangered by the vacation of the above-described portion of the platted front yard setback and the public will suffer no loss or inconvenience thereby.
  - 3. In justice to the petitioner(s), the prayer of the petition ought to be granted.
- 4. No written objection to said vacation has been filed with the City Clerk by any owner or adjoining owner who would be a proper party to the petition.
- 5. The vacation of the described portion of the platted front yard setback should be approved.

IT IS, THEREFORE, BY THE CITY COUNCIL, on this 4<sup>th</sup> day of November, 2014, ordered that the above-described portion of the platted front yard setback is hereby vacated. IT IS FURTHER ORDERED that the City Clerk shall send this original Vacation Order to the Register of Deeds of Sedgwick County.

ATTEST:	Carl Brewer, Mayor
Karen Sublett, City Clerk	
Approved as to Form:	
Sharon Dickgrafe, Interim City Attorney	

# City of Wichita City Council Meeting November 4, 2014

**TO:** Wichita Airport Authority

**SUBJECT:** Airfield Pavements and Medium Voltage Electrical Infrastructure

Supplemental Agreement No. 1 Wichita Mid-Continent Airport

**INITIATED BY:** Department of Airports

**AGENDA:** Wichita Airport Authority (Consent)

**Recommendation:** Approve the supplemental agreement.

**Background:** On November 26, 2013, the Wichita Airport Authority (WAA) approved a lease with LeaseCorp Aviation, LLC that provides for the construction of a tenant financed hangar. In accordance with WAA policy, title to all improvements will be vested in the Airport. It is standard practice for the WAA to accommodate private development by providing certain site improvements. On February 25, 2014, a project was initiated and engineering design was begun in coordination with the tenant.

<u>Analysis:</u> Improvements needed to accommodate the development include: extension of primary electrical service to the site and the construction of two taxiway entrances. The taxiway entrance work will include related site drainage, grading, site restoration, pavement markings, and relocation of taxiway edge lighting. Work was added to the project scope during the design phase to address an adjustment to the vehicle gate in the vicinity that is required for the new security system being installed as part of the ACT 3 program. With design complete and construction bids received, a supplemental agreement with Professional Engineering Consultants (PEC) for construction related engineering inspection services has been prepared.

<u>Financial Considerations:</u> Supplemental Agreement No. 1 is for a not to exceed amount of \$40,584 and is within the current project budget. This project is funded with available funds of the Airport and the issuance of general obligation bonds repaid with Airport revenue. In accordance with the lease agreement, the tenant will be re-billed for approximately one-half of the cost of the project.

**<u>Legal Considerations:</u>** The Law Department has reviewed and approved the supplemental agreement as to form.

**Recommendations/Actions:** It is recommended that the Wichita Airport Authority approve the supplemental agreement and authorize the necessary signatures.

**Attachments:** PEC Supplemental Agreement No. 1.

SUPPLEMENTAL AGREEMENT NO. 1

to the

AGREEMENT FOR CONSULTING SERVICES

between

THE WICHITA AIRPORT AUTHORITY, WICHITA, KANSAS

Party of the First Part, hereinafter called the

"OWNER"

and

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
303 South Topeka

Wichita, Kansas 67202

Remit to Address: PO Box 92 Wichita, KS 67201

Party of the Second Part, hereinafter called the "CONSULTANT"

WITNESSETH:

WHEREAS, there now exists a Contract between the two parties dated February 25, 2014 covering Consulting Services to be provided by the CONSULTANT in conjunction with the Tennant Taxiway at the Wichita Mid-Continent Airport; and

WHEREAS, Article I, Exhibit B Phase III – Construction Related Services Phase of the existing Agreement provides that the Scope of Services and Payment to the CONSULTANT for furnishing Construction Phase Services for the <u>Airfield Pavement and Medium Voltage Infrastructure for 1410 Airport Road</u>, City of Wichita Project No. 454-440 hereinafter called the "PROJECT" shall be established by Supplemental Agreement; and

NOW, THEREFORE, the parties hereto do mutually agree as follows:

The Scope of Services shall be modified to include the following:

#### I. SCOPE OF SERVICES

- A. CONTRACT ADMINISTRATION. Contract Administration duties shall routinely be the responsibility of the CONSULTANT's Project Manager.
  - 1. During Construction Provide the Following:
    - a. Assist in conducting Pre-Construction Conference.
    - b. Prepare estimate forms for periodic payment to the Contractor.
    - c. Receive and review Contractor's shop drawings, and material certifications.
    - d. Receive and review Contractor's construction schedule, safety plan, shop drawings, and material certifications.
    - Make periodic visits to the PROJECT site to determine Contractor's progress and general character of the work.
    - Consult with the Resident PROJECT Representative regarding interpretations or clarifications of the plans and specifications.
    - g. Provide CONSULTANT's decision in accordance with the contract documents on questions regarding the work.
    - h. Prepare Supplemental Agreements covering modifications or revisions necessitated by field conditions.
    - Review Change Orders and/or Supplemental Agreements prepared by the Resident PROJECT Representative.
    - Review, approve and forward undisputed requests for payment to the Owner within seven business days of receipt from the Contractor.
    - k. Attend Final Inspection of the work and develop a punch list where applicable.
    - Issue Certificate of Completion when the PROJECT has been completed.
    - m. Meet with OWNER as requested during construction to review progress.

#### 2. After Construction Provide the Following:

- a. Prepare a draft review set of black and white "black-line" Record Drawings for the Owner to review within 60 calendar days of Substantial Completion.
- b. Deliver "Record" drawings to the OWNER in digital form (CD-ROM) within 30 days of receipt of the Owner's comments on the "black-line" drawings. Digital files shall be prepared using AUTO CAD methods and shall be delivered in a format acceptable to the OWNER. Project Specifications shall be delivered in digital file (MS Word) with the "Record" drawings.
- B. CONSTRUCTION OBSERVATION SERVICES. Construction Observation duties will routinely be the responsibility of the CONSULTANT's Resident PROJECT Representative.

# 1. During Construction Provide the Following:

- a. Provide personnel acceptable to OWNER to perform nearly full time observation limited to forty (40) hours per week during construction and such supporting staff as may be required. Through nearly full time observations of the work in progress and field observations of materials and equipment by the Resident Project Representative, the CONSULTANT will endeavor to provide further protection for OWNER against defects and deficiencies in the work; but the furnishing of such Resident Project Representation shall not make CONSULTANT responsible for Contractor's failure to perform the construction work in accordance with the contract documents.
- b. Supervise inspection; check the construction activities to determine compliance with the construction contract documents; measure, compute, or check quantities of work performed and quantities of material in-place for partial and final payments to the Contractor; and maintain diaries and other project records to document the work.
- c. Prepare elementary and supplementary sketches required and conduct preliminary negotiations necessary to resolve "changed" field conditions encountered.

- d. Review and forward all construction schedules, material certifications and detailed shop and erection drawings to CONSULTANT's Project Manager. Assist the Project Manager in evaluating the acceptability of all submittals.
- Review, analyze, and prepare recommendations for laboratory, shop and mill test reports of materials and equipment.
- f. Provide record drawing information to CONSULTANT's Project Manager for preparation of "Record" drawings on the completed work.
- g. Review requests for monthly and final payments to the Contractor and forward same to CONSULTANT's Project Manager with recommendations for approval.
- h. Prepare "Certificates of Completion" for review by CONSULTANT's Project Manager and submit same to the OWNER.
- Prepare initial drafts and conduct preliminary negotiations for all Change Orders and Supplemental Agreements covering work on the PROJECT. Submit same to CONSULTANT's Project Manager for review and thenceforth to the OWNER for approval. Evaluate proposed changes for reasonableness regarding cost and time.
- Provide on-site and local transportation for the Resident Project Representative and supporting staff to perform the duties as listed above.
- k. Provide all expendable office supplies such as stationery, pencils, report forms, etc., except that the on-site field office, including utilities and furnishings, shall be provided by the OWNER and anticipated to be at the North Cargo Building Suite 400.
- I. Attend and provide agenda for bi-weekly project meetings.
- m. Meet with the OWNER as necessary to confer with respect to the duties and project services.
- n. It is understand that the OWNER may assume responsibility of the Construction Observations Services before the conclusion of the sixty (60) calendar days of contract time at which time the CONSULTANTS responsibilities for these services would end.

#### II. TIME OF SERVICES

#### A. COST ESTIMATING

 The CONSULTANT shall commence work on the PROJECT immediately following authorization by the OWNER to proceed and shall endeavor to complete the work in accordance with the design schedule for the existing PROJECT.

#### B. CONTRACT ADMINISTRATION AND CONSTRUCTION OBSERVATION SERVICES

- CONSULTANT shall commence work on the PROJECT upon receipt of Authorization to Proceed from the OWNER.
- 2. Completion of services is dependent upon the Contractor's progress and the time frame set forth in the construction contract documents. The fee(s) included in this agreement are based on the Contractor's requirement to fully complete the project within sixty (60) calendar days of issuance of Notice to Proceed to the Contractor, and delivery of all PROJECT close-out items to the OWNER within 45 calendar days following Final Acceptance, exclusive of any delays beyond the control of the CONSULTANT.

#### III. EXCLUSIONS

- A. Material Testing.
- B. Observation of contractor activities other than a single shift between 7:00AM and 7:00PM or more than forty (40) hours Monday through Friday.
- C. Work on Sundays, City holidays, or on Saturdays immediately following a Friday holiday or Saturdays immediately preceding a Monday holiday. If the contractor is granted permission to work on these days, staff will be available for observation but this work or any work beyond the single shift described above is eligible to be considered additional services.

#### IV. THE OWNER AGREES

- A. To provide a construction office for the CONSULTANT's field personnel assigned to the PROJECT. Provision of a field office shall include all essential utilities and the monthly costs associated therewith.
- B. To pay the CONSULTANT in accordance with the provisions of Article V of this Supplemental Agreement.

#### V. PAYMENT PROVISIONS

#### A. CONTRACT ADMINISTRATION AND CONSTRUCTION OBSERVATION SERVICES

- Payment to the CONSULTANT for services provided as outlined in Paragraphs I.A. and I.B. CONTRACT ADMINISTRATION and CONSTRUCTION OBSERVATION SERVICES shall be generally in accordance with Exhibit SA1-A attached, and shall be on the basis of PEC 2014 Standard Hourly and Unit Rates and shall not exceed \$40,584.00.
- In the event work requiring construction observation is authorized on Owner observed holidays, Saturdays, or Sundays labor shall be compensated at PEC 2014 Standard Hourly and Unit Rates for Saturdays on non-holiday weekends, Sundays, Holidays, and Saturdays on holiday weekends.

# B. ADJUSTMENT IN FEE

In the event the Contractor fails to complete the PROJECT within the specified Contract time, 60 calendar days from the Notice to Proceed for Construction for Substantial Completion, the CONSULTANT shall be deemed to be performing additional work in which case should the maximum contract amount as set forth in Paragraph V.A. above be exceeded, the CONSULTANT shall be eligible for additional compensation.

The parties mutually agree that all provisions and requirements of the existing Contract are incorporated into this Supplemental Agreement unless modified herein. The parties agree that the original contract terms are similarly incorporated into Supplemental Agreement No. 1 and that the terms of the original agreement are re-adopted by this agreement.

The parties hereunto mutually agree that all provisions and requirements of the original Agreement not specifically modified by this Supplemental Agreement No. 1 shall remain in force and effect.

IN WITNESS WHEREOF, the OWNER and the CONSULTANT have executed this Agreement as of the date first written above.

ATTEST:	WICHITA AIRPORT AUTHORITY
	WICHITA, KANSAS
	"OWNER"

By:		By:
	Karen Sublett, City Clerk	Carl Brewer, President
	_	

By:	- 1/	7				
	Victor	D.	White,	Director	of	Airports

APPROVED AS TO FORM:	Sheven L Duhgale	Date:_	12-15-14
	Sharon L. Dickgrafe		/
Inter	im City Attorney & Director of Law		

ATTEST: PROFESSIONAL ENGINEERING CONSULTANTS, P.A. "CONSULTANT"

By: Bradley J. Edmundson, P.E.
Secretary/Treasurer

By: Bradley J. Edmundson, P.E.
Executive Vice President

Attachment: EXHIBIT SA1-A: Construction Phase Services Fee

Project: Airfield Pavement and Medium Voltage Infrastructure for 1410 Airport Road

Location: Wichita, KS.

Airport: Wichita Mid-Continent City of Wichita Project No. 454-440 Date: 01 October 2014

Pha	ase III: Construction Phase Services	Principal	Project Manager	Project Engineer	Inspector	Inspector (OT)	Design Technician	CAD Machine HOURS as Expense
1.01	Proposal Preparation	3	1	2				
1.02	Prepare estimate forms for periodic payment to the Contractor (assume 4)	1	4					
1.03	Receive and review Contractor's quality control plan, safety plan, shop drawings, and material certifications.	2	8	4				
1.04	Make periodic visits to the PROJECT site to determine Contractor's progress and general character of work. (Assume bi- weekly for 2 months)	1	5	5				
1.05	Consult with Resident PROJECT Representative regarding interpretations or clarifications of the plans and specification.	15	2	2				
1.06	Provide CONSULTANT's decision in accordance with the contract documents on questions regarding the work.		2	2				
1.07	Prepare Supplemental Agreements covering modifications or revisions.		2	2				
1.08	Change Orders.		4	2				
1.09	Attend Final Inspection of the work.		4	4				
1.10	Issue Certificate of Completion when the PROJECT has been completed.		2					
1.11	Prepare outline/handout and assist with Preconstruction Meeting	2	4	2	2			
1.12	Attend bi-weekly progress meetings (assume 5 each)		5					
1.13	Perform Construction Observations services	4			360			
1.14	Provide a conformed set of plans and project manual in pdf form that contain addenda information.	1	2	2	1			
1.15	Prepare reproducible "Record" drawings.		1	2	2		8	8

TOTAL HOURS =	15	46	29	365	0	8	8
STANDARD HOURLY RATES =	\$155.00	\$115.00	\$85.00	\$78.00	\$117.00	\$78.00	\$18.00
SUBTOTAL =	\$2,325.00	\$5,290.00	\$2,465.00	\$28,470.00	\$0.00	\$624.00	\$144.00

EXPE	NSES:	
Mileage (at \$0.56/mile)		\$966.00
Cell Phone (at cost)		\$100.00
Printing & Reproduction (at cost)		\$200.00
CAD		\$144.00
	TOTAL =	\$1,410.00

DIRECT LABOR	\$39,174.00
EXPENSES	\$1,410.00
Construction Phase Services TOTAL FEE	\$40,584.00